



Hongkong Daily Press.

ESTABLISHED 1857

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CREAM LUSTRES
TWO QUALITIES
\$10.00 and \$12.50
per piece of 30 yards.
ALEX. ROSS & Co.,
4, DES VEXES ROAD CENTRAL.
[851]

No. 17,489. 號八十八百四千七萬一第 日三初月五年寅甲 HONGKONG, WEDNESDAY, MAY 27TH, 1914. 三拜禮 號七十二月五年三國民華中 PRICE, 3/ PER MONTH.

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TRY THEM TO-DAY AND YOU WILL ALWAYS BUY THEM !!!

KNORR'S SOUP SQUARES are the most useful and practical article that can be imagined. Anyone who keeps a supply of them can at any time prepare a splendid soup requiring no stock. To obtain three plates of delicious and nourishing soup all one has to do is to mix the contents of one square with water and boil it for about twenty minutes. Thus one saves time, fuel and MONEY.

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ICE HOUSE STREET.

Close to Kowloon Ferry Pier.

Tel. 86.

Hongkong, 6th May, 1914. [485]

GREEN ISLAND CEMENT COMPANY. PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN TOMES & Co., General Managers.

Hongkong, 9th December, 1913. [1407]

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SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries. AGENTS FOR SAKITO AND OYUBARI Coals. HEAD OFFICE—MARUNOUCHI, TOKYO.

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Hongkong, 24th April, 1914. [614]

PEAK TRAMWAY COMPANY, LIMITED. TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 " "	" " 15 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 15 "
2.15 " " 3.00 " "	" " 15 "
3.00 " " 3.15 " "	" " 10 "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	" " 15 "
Every Quarter-Hour.	
SUNDAYS.	
8.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " 10 "
11.45 " " 12.00 noon " "	" " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 3.00 " "	" " 15 "
3.00 " " 4.00 " "	" " 10 "
4.00 " " 5.00 " "	" " 15 "
5.00 " " 6.00 " "	" " 15 "
6.00 " " 7.00 " "	" " 15 "
NIGHT CARS as on Week Days.	
SATURDAY.	
Extra Car at 12 Midnight.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vexes Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [502]

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

(ARNHOLD, KARBERG & Co., GENERAL AGENTS).

OREGON PINE.

LARGEST STOCK LOCALLY.

ALL MARKETABLE SIZES FROM 1 BY 12" PLANKS TO 18 BY 18" LOGS. FLOORINGS, 1 BY 4", 1 BY 6", 1 1/2 BY 4" AND 1 1/2 BY 6". SPARS, IN LENGTHS FROM 60 TO 100 FEET.

OFFICE AND LUMBER-YARD AT CAUSEWAY BAY, Telephone No. 1170. Letter Box 430. Hongkong, 20th May, 1914. [728]

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BUT NONE LIKE "PANGANI."

30 CTS. PER PACKET.

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Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

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Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacture of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

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The above fares do not include the Express Train Berth Fee.

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MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 ... 510 ft.	77 ft.	26 ft.
	No. 2 ... 330 ft.	53 ft.	24 ft.
	No. 3 ... 714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons. The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Max. Length of Ship taken in	480 Feet.	580 Feet.
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Max. Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

28th May, 1913.

[720]

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Hongkong, 30th May, 1914.

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BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

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A FIRST CLASS AND UP-TO-DATE HOTEL.

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REASONABLE RATES.

WM. FARMER, Proprietor. [363]

SIEN TING.

SURGEON DENTIST. No. 10, L'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 2nd March, 1914. [442]

A LING & CO.

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Hongkong, 18th April, 1914. [583]

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ESTABLISHED 1841

ERATED WATER
MANUFACTURERS.

FORMAZONE.

A REFRESHING INVIGORATING
and PALATABLE drink particularly suited
for Tennis and Bathing Parties.

PINTS \$1 per doz. SPLIT 60 cts. per doz.

PYERIS.

Chemically, an exact reproduction of a well-
known German spring, at half the price.
Blends perfectly with Spirits, especially
Whisky. Once try a Whisky Pyeris and you
will ask for it again.

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STONE GINGER BEER.

The only fermented Stone Ginger Beer
in the Far East. The real charm of Stone
Ginger Beer is the flavour produced by partial
fermentation; without this no Stone Ginger
Beer can be said to be genuine.

PRICE:

\$0.85 per doz.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY
Its "Dryness" is a feature which has helped
to give this drink the popularity it so well
deserves.

PRICE:

\$1.00 per doz. PINTS \$0.60 per doz. SPLIT.

A. S. WATSON & CO.,
LIMITED,
HONGKONG.

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Correspondents must forward their
names and addresses with communica-
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All letters for publication should be
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No anonymously signed communica-
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HONGKONG OFFICE: 10A, DES VOUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 27TH, 1914.

Like most of the other sciences, that of
flying, the combat of man's ingenuity
against Nature, continues to progress, and
with its advancement sacrifices are made;
sacrifices which are sad because brave
men are suddenly dashed into a shapeless
mass or die slowly from grievous injuries.
There are some who view aeroplanes and
flying generally as the fanciful outcome of
a disordered brain, and when a few lines
announce yet another sacrifice to this latest
of sciences, many are often prone to regard
it as the reward of folly. Of course people
who take this view of flying are by no means
far-seeing and presumably are of that very
self-satisfied kind who work, and live, and
sleep, and think that the particular country
in which they live is a very happy and
comfortable place; and they wonder at
those "fanatics" who mix themselves up in
all sorts of sciences which frequently end
in death, with, consequently, no further
enjoyment of their ambrosial existence.
These contented people apart, there are
others who view progression in flying, in
any country, as a new and very necessary
means of defence, and a very terrible method
of attack. Hence, nearly every army now-
adays has its flying corps, and money is not
spared out of taxes for the advancement and

perfection of military flying corps. Military
experts realise what flying means in the
preparedness of a nation; that a force in
the air can only be effectively dealt with by
an opposition force which is also in the air.
They are also aware of what the plight of a
nation, minus a flying corps, would be if it
had to oppose a nation with a perfected
flying corps which could hover overhead
out of range of ordinary field-guns and yet
proceed with their mission of destruction.
It seems hard, of course, that the lives of
brave young men should be sacrificed, but
as men in the past have laid down their
lives, quite willingly, in their country's
interest, so these many brave airmen,
knowing the dangers which the air
holds, have gone forth, and their memory
is revered for the services they have
rendered to their country. And while men
are engaged upon developing the aeroplane
into a weapon of fearful destruction, others
delve yet again into scientific and natural
forces to discover if it is not possible to
even counteract this aerial terror. A
French scientist, named Dunois, writes in
the *World Magazine*, expresses the
opinion, perhaps not in so many words—
his hints are quite obvious, however—that
aeroplanes or any weapons of war which
fly can be destroyed by the Hertzian
waves which are sent through space by the
powerful wireless sending stations, and the
propelling force of the aeroplane, petrol,
will be its vulnerable part for the unseen
danger. Up to the present, M. Dunois
points out, or endeavours to show, that these
powerful electric waves have been the
innocent cause of disasters which have been
accompanied by heavy death-rolls. He
tries to prove that the *Volturino* was set on
fire, that warships were blown up at Toulon,
and that the coal-mine at Cardiff—in
which over 400 men lost their lives—was
exploded, all by aerial waves from the great
wireless sending stations. The French
writer says at the outset, "Beware the
electric waves that are born of the storms
or sent out by wireless telegraph. An
unlooked-for meeting with these travellers
that leap over the seas with the speed of
light, that cross each other in space and
penetrate to the bowels of the deepest
mines, may bring disaster." The man who
utters this warning has conducted some
interesting electrical experiments in his
laboratory at Auch, and though he has
obviously made out a very strong case to
the ordinary observer, it is not surprising
to find that other scientists take a different
view. Edson calls it "fanciful." Prof.
Eccles is of the opinion that it is absurd,
while Marconi experts, although declaring
that it has no scientific basis, do not
explain away, as they might have done,
the mass of evidence presented by M.
Dunois in the French scientific
magazine, *La Nature*. The frequent ex-
plosion of his own wireless apparatus
puzzled M. Dunois, and he subsequent-
ly discovered that he was midway between
the Eiffel Tower and Bizerta, the principal
French naval station on the Mediterranean.
He found also that midway between the
wireless stations of Clifden (Ireland) and
Glace Bay (Nova Scotia) was the exact spot
where the *Volturino* was so mysteriously
burned, and that midway between the
Eiffel Tower and Clifden, whence wireless
messages were sent across the Atlantic, was
Cardiff, with its environment of coal-mines.
This relation between the sites of terrible
explosions and powerful wireless stations
seemed to him to be more than a coin-
cidence, and he began to study the power
of wireless waves to cause explosions, and
found that wireless waves directed on such
inflammable matter as gas or oil would im-
mediately produce flame and disaster, or if
directed on powder would produce explo-
sion. He has performed experiments himself
and speaks of what he has seen.
"For a dirigible balloon to explode,"
he says, "an imperfect contact or a narrow
slit in the metallic frame-work of its
covering is sufficient. A spark—and all is
over." M. Dunois in the same way
speaks of what would happen to other air-
vessels. Their vulnerable portion could be
attacked; if the waves reached them there
would be a spark—and all would be over.
And thus one science wars against the other
in the interests of possible war. Whether the
French scientist's theory be true or not, it
illustrates a great fact which too many of
us often forget: While man has put some
of the stupendous forces of Nature to work
for himself, others are found which destroy
those which were first discovered. It seems
as if Nature would repay man for his
impertinent ingenuity. And we might also
ask, in this connection, not forgetting M.
Dunois's warning, are the catastrophes
which stagger the world, some of which
have been mentioned in this article,
Nature's revolt against man's attempted
domination?

Yesterday's telegram from the Manila
Observatory gave the typhoon as E. of
Luzon, less than 300 miles distant,
recurring north-eastward.

An Indian clerk in the employ of the
Oaks Shoen Kaisha has informed the
police that some person stole from an
unlocked drawer in the office \$315 in
money.

The Volunteers are to parade on
Wednesday June 3rd to celebrate the
birthday of H.M. the King. The time of
parade will, probably be 7.30 a.m. but it
has not yet been definitely fixed.

Four foks employed by a Chinese shop-
keeper in Wanchai Road purloined the
shop of the firm, and collected over \$300
from several of the shopkeeper's
customers. They then absconded.

Mr. A. J. Eggeling, Agent of the
Peking Branch of the Deutsch Asiatische
Bank has been operated upon for ap-
pendicitis. The latest mail news reports
his condition to be as favourable as could
be expected.

In honour of the birthday of Her
Majesty the Queen, who was born on May
24th, 1867, some of the British vessels in
the harbour, and also the U.S.S.
Wilmington, "dressed ship" yesterday
and a salute was fired at noon.

A Chinese who was a passenger by the
Taiwan from Macao to Hongkong
jumped overboard on Monday, with the
intention of ending his life. A boat was
lowered and the man was picked up in
an exhausted condition. He soon re-
covered, and he was sent to the hospital
when the vessel arrived in Hongkong.

A Router's dispatch from Kweiyang
says:—A branch of a Japanese firm was
recently opened here, with a Chinese
manager. The police objected to the
words: "Jih Shan," meaning:
"Japanese merchant," on the signboard,
but the manager refused to remove them
and so he is confined in the police office.

A man who was until recently a rich
coolie informed the police at Yaumati
that a licensed richa coolie went out
with his richa on Sunday morning, and
had not since returned. The richa was
found in a nullah under the bridge at the
back of the Sanitary Department stables,
evidently having been swept down the
nullah during the heavy rainstorm on
Sunday night. The fate of the missing
coolie is not known, but it is possible that
he fell over into the nullah opposite the
Kwong Wah Hospital, where the road is
very narrow, and was drowned.

THE KING'S BIRTHDAY.

RECEPTION AT GOVERNMENT HOUSE.

On the occasion of the birthday of His
Majesty the King and Emperor on
Wednesday the 3rd of June, His Excel-
lency the Governor will hold a reception
at Government House from 9.15 to 11.30
p.m.

Ladies and gentlemen who have written
their names in the books at Government
House are cordially invited.

At 9.15 p.m. there will be a Private
Entrée for the Bishops, the Chief Justice,
the Commodore, Officer Commanding the
Troops, Puisne Judge, Members of the
Executive and Legislative Councils,
Knights Commanders of the Most Dis-
tinguished Order of St. Michael and St.
George, Knights Bachelors, Heads of
Naval, Military and Civil Departments,
Officers of the Staff and Command-
ing Officers, Officers Commanding His
Majesty's ships of the rank of Com-
mander, Foreign Consuls de Carrière,
and Officers Commanding Foreign Men-
of-War, and their wives and daughters.
The Public Entrée will begin at 9.30
p.m.

Individual invitations are not being
issued for the reception. Ladies and
gentlemen attending the reception are re-
quested to bring a card with their names
written thereon, which should be handed
to the A.D.C.

Dress:—Levee Dress. Civilians may
wear white jackets.

LANGKATS.

Messrs. Vernon and Smyth write:—We
are advised by our Shanghai friends
that the output of Oil for the past week
amounts to 2,852 tons as against 1,870 for
the previous week; the increase of 782 tons
being from the 800 feet level.

The local market opened with cash
buyers at Tls. 60, with subsequent sales
at Tls. 61 and Tls. 62, but has since
receded to a selling rate of Tls. 57.

ALLEGED DEALING IN OPIUM.

At the Magistracy yesterday two
Chinese women and a man were charged
with being in unlawful possession of and
selling 40 taels of opium. Mr. Wood
remanded the case until Friday morning,
at 10 o'clock, one of the women being
allowed out on bail of \$1,000.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

INTERPORT CRICKET.
SHANGHAI'S ADVANTAGE.

SHANGHAI, May 26th.

The weather was perfect when Hong-
kong and Shanghai commenced the
interport match here to-day, and the
attendance was also good. Shanghai,
winning the toss, batted first on a true
wicket, the feature of the innings being
Barrett's century and Bird's howling
Scores up-to-date:—

SHANGHAI.

H. B. Ollerdsen, b Macaskill	19
A. E. Lanning, b Stokes	18
Capt. E. J. M. Barrett, c Bagnall, b Bird	100
E. W. Stagg, c Anderson, b Stokes	15
V. H. Lanning, l.b.w. b Sayer	5
J. A. Quayle, l.b.w. b Bagnall	11
F. W. Potter, b Bird	0
Dr. H. H. Morris, c Sayer, b Bird	1
R. A. Brand, c Macaskill, b Bird	15
Murphy, c Macaskill, b Stokes	7
Hayes, not out	2
Extras	5
Total	199

Bowling.

Bird 4 for 59; Macaskill 1 for 33; Sayer
1 for 19; Stokes 3 for 37; Bagnall 1 for 8;
Read 0 for 17.

HONGKONG.

G. R. Sayer, c Stagg, b Murphy	10
T. E. Pearce, c Stagg, b Lanning	49
A. A. Claxton, c Lanning, b Quayle	21
Capt. Mathews, b Potter	8
R. Hancock, c Haynes, b Brand	19
R. A. Stokes, c Barrett, b Quayle	9
H. O. Bagnall, b Brand	0
R. N. Anderson, b Quayle	4
K. R. Macaskill, b Murphy	16
E. B. Read, not out	4
R. E. O. Bird, not out	4
Extras	9
Total (for 9)	162

JAPAN AND THE INDIAN
COASTWISE TRADE.THE CASE OF THE "TAISEI
MARU."

TOKYO, May 26th.

The invasion of the Indian Coastwise
trade by Japanese steamships is extend-
ing. A private Japanese concern is

employing a steamer called the *Taisei*
Maru successfully trading between
Rangoon and Madras, and this is con-
sidered to aggravate the dispute between
the British India Company and the
Nippon Yusen Kaisha.

(The steamer mentioned in this telegram
is doubtless the one which we reported a few
days ago had got into difficulties through
carrying excess passengers. The following
communication from Gopalpur, dated May
5th appears in the Calcutta papers:—An
event of considerable interest to British
trade in India occurred in this port during
the last few days. A boat named the *Daisai*
Maru carrying passengers from Rangoon to
the Comorand ports arrived here a few
days ago and was found to be carrying about
70 per cent. more people than was allowed.
It is believed that this boat is one of a
fleet of three owned by a new company
called the Japanese Indo-Shipping and
Trading Company, and the agents are a
firm of Chitragoing Mohammedians. The
first result of this case of overloading was
that the Japanese representative of the
company, who was on board, was compelled
to disembark the excess number of passen-
gers to the number of somewhere about 200
and despatch them to their homes by train
and it is said that a special was engaged
for the purpose. The remaining passengers
stayed on board. A prosecution was launched
against the captain and the Company's
representative for carrying excess passen-
gers. Difficulties arose for want of efficient
interpreters and delay in finding sureties
and the trial has been adjourned and
accused are engaging counsel. The case will
come on for trial in a few days and in the
meantime the captain and the Agent who
came on shore remain there. The vessel
remains in port although it is at liberty to
proceed after effecting due clearance accord-
ing to regulations. On account of the long
delay in port supplies must have run short
on board, for the remainder of the passen-
gers destined for southern ports have been
landed and will be sent to their homes at
the company's expense. The process of
disembarkation lasted nearly two days. The
officers of the boat are all Japanese, and the
crew is composed of Indian Mahomedans and
Malays. One stabbing affray has already
taken place on board. Fortunately it did not
prove fatal and the victim was brought
ashore and is receiving every attention from
the local medical authorities. The assailant,
a Malay, was taken into custody by the
Police and is undergoing trial. Signals were
sent from the ship asking for Police assist-
ance and a strong party of Reserve Police
under a European sergeant were at once
despatched from Chattrapur and placed on
board. Another man, the tinal of the ship,
was injured, but his assailant is unknown.)

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

HOME RULE FOR
IRELAND.

THIRD READING CARRIED.

BILL GOES THROUGH THE
COMMONS.

LONDON, May 26th.

The House of Commons was crammed
on Monday, and the members were in a
condition of wild excitement. The
answers at question time were almost
inaudible owing to the buzz of conversa-
tion and excited comments.

The Prime Minister, on entering, was
cheered by the Ministerialists and
Nationalists, while the Opposition
shouted "Ipswich." "Where's Charlie?"
and other observations.

On coming into the House Mr. Bonar
Law was given an ovation by his
followers, and Mr. Gansoni, the newly-
elected Unionist member for Ipswich, was
greeted with exultant cheers from the
Unionists.

The Speaker made a statement,
in the course of which he said
he regretted if his question on
Thursday seemed to impute that

Mr. Bonar Law was responsible for the
demonstration. It was not always easy
in such circumstances to hit the right
nail on the head. He did, and would,
do his best. (Cheers.) Regarding the
demonstration, he suggested that Mr.
Asquith should make a communication
with reference to the Amending Bill.
(Ministerial dissent.)

Mr. Bonar Law cordially accepted the
explanation, and assured the Speaker of
the confidence of the House.

Mr. Asquith concurred in his expres-
sion.

Mr. Asquith, responding to the
Speaker's suggestion that he should make
a statement, said it was the intention of
the Government in the Amending Bill to
give effect to any agreement. If, how-
ever, none was reached, when the Bill was
introduced in the House of Lords he
would embody substantially the proposals
contained in his speech on the 9th March.
Then the motion would be put for the
third reading of the Home Rule Bill.

Mr. Bonar Law said that the

Premier had made his usual conciliatory
speech, but he had not altered the facts
of the situation. It would be futile and
ridiculous to continue the contemptible
farce. "Let the division be taken forth-
with," exclaimed the Leader of the
Opposition, amid loud cheers. "Let the
curtain be rung down." This would,
however, he said, only end the act, and
not end the play. (Cheers.) The country
would decide the conclusion of the drama.

Mr. Asquith replied that so long as he
had the confidence of the House of Com-
mons he desired no better title to his
tenure of the Premiership. (Ministerial
cheers.) The Government had redressed
the injustice the Liberals had suffered
from for generations. This explained the
present attitude of the Opposition.

The division was then taken, the third
reading being carried by a majority of
77, the voting being:

For the Bill

Against the Bill

The Home Rule Bill was read a first
time in the House of Lords.

Lord Crewe announced that the second
reading of the Bill would not be taken
until the 22nd June.

RECEPTION OF THE NEWS IN
IRELAND.

Belfast, Londonderry, Dublin and all
Ulster were very quiet yesterday. Every-
where there were extra police and the
factious from the towns were kept in their
respective districts.

The streets of Belfast were almost
deserted, the Catholics keeping in doors.
Fourteen hundred Nationalist Volun-
teers paraded at Ballina. The houses
were illuminated, and bon-fires were lit,
and the crowd sang "A nation once
again."

There were rejoicings, illuminations,
and the burning of tar barrels in Lim-
erick, Cork and elsewhere in Southern
Ireland last evening. There were no dis-
orders.

[THROUGH REUTER'S AGENCY.]

AUGMENTING CONSTABULARY
IN ULSTER.

Some hundreds of Irish Constabulary,
armed with rifles and revolvers, have
entrained for Ulster.

The Duke of Cornwall's Light Infantry,
stationed at Newry, have been ordered to
send back the women and children to the
Curragh. The troops at Newry have been
confined to barracks and a strict guard
prevents communication with civilians.

STATEMENT BY MR. REDMOND.

Mr. John Redmond, in a statement in
Freeman's Journal, says that nothing
conceivable could happen which would
alter the fact that Home Rule was now
an Act of Parliament. Despite all the
prophecies of evil, patience, discipline
and mutual confidence had won the day,
and there was not an Irishman in the
world but would rejoice that he had
lived to see the end of the Union of Pitt
and Castlereagh. Its place would be
taken by a new Union, founded on
mutual respect and goodwill.

CRISIS IN ALBANIA.

THE RULER'S INDISCRETION.

LONDON, May 26th.

The opinion unanimously prevails that
the Prince of Albania greatly jeopardised
his position by hastily embarking on a
foreign vessel.

A scheme is being mooted in Vienna
for detaching 500 men from the Inter-
national force now at Skutari to
re-establish order in Albania. The scheme
is ascribable to the anxiety to avert the
Austrian and Italian jealousies, to which
the newspapers in both countries have
been giving strong expression. Mean-
while the latest news from Durazzo says
that the insurgents have released all their
prisoners.

The Prince yesterday visited all the
outposts. Everything is quiet.

The insurgents at Durazzo have formu-
lated a demand for the restoration of
Moslem rule. If this is impossible they
will place their destinies in the hands of
Europe again, trusting that a solution
will be found in conformity with Otto-
man character and religion.

Five hundred rebels at Kavaja tore up
the Albanian and hoisted the Turkish
flag.

Count Berchtold, in a speech to the Aus-
trian Delegation, said that Austria and
Italy had agreed to interfere in the least
possible way with Albania, neither would
they act separately.

NAVAL CAPTAIN'S LIBEL ACTION.

AWARDED £3,000 DAMAGES AGAINST "THE
FLEET."

LONDON, May 26th.

Captain Kemp, recently in command of
H.M.S. *London*, was awarded £3,000
damages for libel against a newspaper
called *The Fleet*, which alleged that when
Captain Kemp took up command of the
London it ceased to be a happy ship.

THE ARMY CANTEN SCANDALS.

LONDON, May 26th.

In the Army Canteen case the defend-
ant Bennett pleaded guilty. The case
against Colonel Whitaker, formerly of
the Yorkshire Light Infantry, opened
before a new jury. Colonel Whitaker
pleaded not guilty.

THE PANAMA EXHIBITION.

GREAT BRITAIN NOT TO PARTICIPATE.

LONDON, May 26th.

Mr. Asquith has announced that the
Government adhered to their decision not
to participate in the San Francisco
Exhibition.

AIRSHIP WRECKAGE AT DEAL.

LONDON, May 26th.

Fragments of an aeroplane have been
washed up at Deal.

LARN.

The wreckage found at Deal is not that
of Gustav Hamel's machine.

SUBMARINES ARRIVE IN
AUSTRALIA.

SYDNEY, May 26th.

The two submarines sent out from
England arrived here safely and in good
condition.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE OVERSEAS CLUB.

OPENED BY LORD MAYOR OF LONDON.

LONDON, May 26th.

A great gathering of Imperial statesmen took place on the occasion of the inaugural lunch at the opening of the Overseas Club by the Lord Mayor of London. Those present included Lord Northcliffe, Lord Selborne, the Right Hon. Sir S. C. Buxton, the Right Hon. A. Emmott, the Right Hon. Sir E. Morris (Premier of Newfoundland), Sir James P. Fitzpatrick, and the High Commissioners of the Dominions.

Lord Northcliffe, President of the Club, read congratulatory telegrams from the Duke of Connaught, Prince Alexander of Teck, Mr. Lewis Harcourt, Mr. Borden, and Lord Gladstone. In a speech Lord Northcliffe dwelt upon the absolute non-political character of the Club. Numbering as it did 120,000 members, it would have a great effect, he said, in binding the Empire together.

Lord Selborne, proposing "The Dominions," dwelt on the important results of sending Boer prisoners to overseas camps, which, though it was purely a military measure, had great educational advantages imperially. He concluded by saying that the more the Empire was united, the more powerful would be its effect in preserving the peace of the world.

Sir Sidney Buxton, in supporting, said the politics of the Dominions were outside those of any Party, but the Motherland did not anticipate any Imperial question arising which was likely to be regarded as a Party question. He agreed that the Overseas Club would be valuable in binding the Empire together.

The High Commissioners responded.

OIL FUEL FOR NAVIES.

LONDON, May 26th.

The *Daily Telegraph* says that it is understood that the German Government have entered into a contract with a company in Mesopotamia to secure oil-fuel for the Navy.

The *Petroleum Review* states that the Right Hon. W. J. Pirrie (Chairman of Messrs. Harland & Wolff), and Sir Owen Phillips are associated in a project to secure oil-fuel for the British Navy in California.

FRENCH AIRSHIP CONSTRUCTOR ARRESTED AT COLOGNE.

INDIGNATION IN FRANCE.

LONDON, May 26th.

Indignation has been roused in France by the action of the Cologne Police in arresting, searching, measuring and imprisoning for 36 hours on a charge of espionage the well-known airship constructor Clement Bayard, who was watching at a distance the descent of a Zeppelin. M. Bayard returned to Paris and complained to the Foreign Office.

AUSTRIAN EX-MINISTER'S DEATH.

BUDAPEST, May 26th.

The death has taken place of Herr Franz Kossuth, a former Minister.

BOXING CONTEST.

LONDON, May 26th.

At the National Sporting Club, Pat O'Keefe beat Jim Sullivan on points, thus winning the Middleweight Championship of Great Britain.

HOME TURF.

THE DERBY BETTING.

LONDON, May 26th.

The latest Derby betting is as follows:—

2 to 1 Kennymore; 100 to 9 Black Jester and Brakspear; 100 to 6 Durban and Caracho; 20 to 1 Carriockfergus; 100 to 3 Hapsburg; 40 to 1 Dan Russell, My Prince, and Evansdale; 50 to 1 Orebi and Cupidon.

WOMAN CAPTAIN.

COMMAND OF ATLANTIC STEAMER.

According to a telegram from Copenhagen to the *Petit Journal*, Mme. Baudin has been appointed commander of an Atlantic steamer. She is the wife of a ship's physician, and during her numerous voyages with her husband learned navigation. On one voyage when the captain became ill she took command of the vessel.

["DER OSTASIATISCHER LLOYD"]

SERVICE.]

CHINA SERVICE.

EXPLOSION IN THE FRENCH SETTLEMENT, SHANGHAI.

SHANGHAI, May 26th.

An explosion took place yesterday in the French Settlement at Shanghai, and another bomb factory with bombs ready for shipment was discovered in consequence.

INNER MONGOLIA.

PEKING, May 26th.

According to a report in the *Kuo Chuan Pao* a conference of the Princes of Inner Mongolia will take place at Peking about mid July, to consider a suggestion to convert Inner Mongolia into a Chinese province.

LIANG TUNG JEN.

PEKING, May 26th.

Liang Tung-jen arrived at Peking yesterday.

EUROPEAN SERVICE.

EXCLUSION OF INDIANS AT VANCOUVER.

LONDON, May 26th.

The Canadian authorities have refused permission to land at Vancouver 400 Indians who arrived there claiming the right of admission as being British subjects. This creates an embarrassing situation for the British Government.

THE ALBANIAN SITUATION.

CRITICISM OF THE PRINCE.

BERLIN, May 25th.

The European Press, including the Italian papers, reproach the Prince of Albania for his irresolute demeanour. The Prince has asked for the landing of European troops and the request has been declined by Russia and France. Germany is willing to comply with it if England is also willing; this in order to avoid one-sided action by the Triple Alliance.

An Italian official account disposes of the Italian Press statement that the Prince of Albania had attempted flight. The Italian Minister himself had tendered advice for a temporary boarding of an Italian man-of-war by the Princely Family. The German Press confirms that the Prince had defended his position and that he has not been abandoned by the Great Powers. The Prince has inspected the outposts and was the object of friendly acclamations.

THE CZAR.

BERLIN, May 25th.

M. Sazonoff will accompany H.M. the Czar to Constanza.

The Russian Imperial Family goes to Darmstadt in August for a stay of some duration.

DENIAL OF A RUMOUR.

BERLIN, May 25th.

The *Stavro*, in an authoritative statement, denies the conclusion of a British-Russian Naval Convention.

TENNIS IN CALCUTTA.

FORMER HONGKONG CHAMPION'S SUCCESS.

Many readers will be interested in the following extract from the *Calcutta Englishman*:—

"The Calcutta Cricket Club annual Lawn Tennis (Handicap) singles which have been played off at the Eden Gardens during the past month proved as popular as ever. There were no fewer than 75 entries this year, and the Committee divided the entries into two classes.

"In the 'A' Class, Mr. C. A. Carr starting from the back mark of owing 15-4/6 was the winner. He is to be congratulated on his consistently excellent play throughout the tournament, for the climatic conditions during the past few weeks have been very trying, and to play a successful game of 'singles' when the temperature is in the region of 100 degrees in the shade augurs a high standard of fitness and strong tenacity of purpose."

NEW SLEEPING CAR FOR THE SIBERIAN RAILWAY.

A Russian paper states that as the contract of the Russian Government with the International Sleeping Car Company expires in the course of the present year, the Ministry of Communications has granted the concession for establishing a Russian Sleeping Car Company to a consortium of banks with a capital of six million Roubles on condition that it builds in the first place third class cars.

THE SUPPOSED MURDER OF AN INDIAN WATCHMAN.

ENQUIRY AT THE MAGISTRACY.

Mr. J. R. Wood held an enquiry at the Magistracy yesterday into the circumstances surrounding the death of an Indian Mohammedan watchman, named Sahab, who was found in his quarters at the Government Civil Hospital with his neck, legs, and wrists tied.

The Deputy-Superintendent of Police (Mr. T. H. King) watched the proceedings on behalf of the police.

Dr. C. McKenny gave evidence that he examined the body of the deceased on the 3rd May at the mortuary at the Government Civil Hospital. The cause of death was asphyxia, due to strangulation. There was a well-defined mark, made by a band of some material, round his neck, and there were also marks on his wrists and legs. He also found two small marks on the scrotum, one being a superficial wound, and the other a series of scratches. Blood was issuing from the dead man's mouth.

Mr. Robert Chapman, accountant and storekeeper at the Government Civil Hospital, deposed to finding the deceased in his room at about 8.40 a.m. on the 3rd inst. He was lying on the floor, face downwards, and was partially covered with a piece of grass matting and a blanket. He was tied securely at the neck by a piece of webbing material. His wrists were tied with a piece of men's braces, and his legs were tied with a piece of cord. Witness and a Chinese storeman who was accompanying him on his round of inspection hurriedly removed the fastenings. The man was apparently dead, but he was taken into the hospital for treatment. Deceased was a very stout, heavy man, but he was not very strong, suffering, witness thought, from some heart affection. He was a very good man, and possessed a good character. The room was in general disorder.

Inspector A. G. Dymond, in charge of the West Point district, deposed that as a result of a telephone message he proceeded to the Government Civil Hospital. He went to the deceased's room and found it in confusion. Boxes were thrown down on the floor, and the bed was in disorder. A big bowl, used for Indian pickles, was also broken. On the bed he found one \$10 note, one \$5 note, four single dollar notes, and a roll of silver amounting to \$3.63. The notes were spread out, but the roll of silver was intact. In the room was a large camphor-wood box, which contained a drawer. This drawer was four or five inches open. Just inside could be seen a number of small pocket books and small boxes, containing money and jewellery. There was a large locker by the side of this, and it was open. Inside, he found a bunch of keys, which fitted the various boxes in the room. There was every appearance of a struggle.

A Mohammedan Sergeant of Police stated that he had been in the police over 15 years, and had been on duty at the Hospital for three years and three months. He had to assist in cooking for the Indian patients, and in keeping watch. Witness' room was next to the deceased's quarters. A Sikh constable's quarters being opposite deceased's. The duty of the deceased was to take the times as messengers entered and left the building. He saw him on the 2nd inst. at 10 p.m., when he went into his own quarters. Witness also went to his own room and slept. At 5 o'clock he was awakened by the Sikh constable who told him that it was 5 o'clock. He heard no noise during the night. Witness asked the Sikh if he had called Sahab, and he said, "I am taking off my uniform. You go and wake him." Witness accordingly went to Sahab's door, rattled the handle, and called him by name. Sahab came out, and subsequently said that he would go round and have a look at the windows and see that everything was quiet. All right for the weekly inspection later in the day. He went away, and witness and the Sikh went up to the cook-house. He did not see anyone about the gate at that time. The next time he saw Sahab he was on a stretcher. He did not know if Sahab lent money, and could not say if he was a wealthy man.

In answer to the Magistrate, witness stated that the Sikh constable opened the gate at 5 o'clock, and after that time the deceased was supposed to watch at the gate. He could not say if deceased had any quarrel with anybody.

The hearing was adjourned until Friday, at 2.30 p.m.

ST. STEPHEN'S GIRLS' COLLEGE.

CONCERT IN AID OF PLAY-GROUND FUND.

A concert, happy in its inception and successful in its result, was given on Monday afternoon in the large hall of the College before a gathering which included Lady May, the Bishop of Victoria and Mrs. Lander, Professor and Mrs. Middleton Smith, Mrs. Irwin, Mrs. Usher Smith, Mr. S. W. T'o and many Chinese ladies and gentlemen.

Mr. and Mrs. Turnbull gave piano selections; Miss May, Mrs. Aubrey, and Mrs. Austen rendered instrumental trios; whilst Miss Stewart sang and Master J. Middleton Smith recited "Horatius," showing elocutionary powers of a high order coupled with a retentive memory.

By no means the least interesting items of the programme were the tableaux given by the pupils of the College. "The Prince and the Country Maid," and "China Old and New" were effectively grouped and the necessary costumes and effects were in keeping with the scenes enacted. They evoked favourable comment and showed artistic perception on the part of all concerned. Nursery Rhymes (Chinese and English) were also very good. Rita and Mina Hazelden and Kathleen Gourdin gave "An Afternoon Tea Party," and this amusing trifle, given so naturally, was a source of much enjoyment. These three little ladies also combined in "An Eastern Princess," a very striking tableau. A scene from Julius Caesar was also given by the Misses Yung Po Ming and Mary Li, whilst Yung Hin Fun, Yung Hin Wa and Chau Kwan Nin told what they would do "When we keep school." The concert was a marked success and the trouble and time spent by the ladies of the College were well rewarded.

Towards the close of the entertainment the Bishop of Victoria addressed a few words to those present. He expressed very hearty thanks to those who had given such an excellent entertainment. It was evident that a great deal of time and trouble had been taken, and to all those who had in any way assisted they owed deep thanks. The proceeds of the concert, as they all knew, were to be devoted to the Playground Fund in connection with the College. That was Empire Day. They had been told that some of the great battles had been won on the playing fields of the public schools of England. To a certain extent that was true. Whilst it was very necessary to have playing fields for their boys, he felt it was also very desirable that they should also have them for their girls as well, so that they could exercise themselves and show their prowess. The Government had very kindly placed facilities at their disposal. A sum of \$2,000 was needed to level the ground, etc., and he understood that towards that sum \$1,300 had been subscribed, leaving \$700 to be obtained. He felt sure that that had only to be made known to secure what was wanted. They heartily thanked Lady May for her presence with them, and again those who had provided such good things that afternoon.

Mr. S. W. T'o, a keen supporter of the College, supplemented his Lordship's remarks with a speech in Chinese.

SIR A. STEIN'S EXPEDITION.

According to advices received by the Royal Geographical Society, Sir Aurel Stein is making good progress with the Central Asian expedition on which he is engaged with the approval and support of the Indian Government. A letter has been received from him, dated January 19th, at which time he was in camp in the famous Lop-Nor district, at the eastern end of Chinese Turkestan. Work is only possible in this corner of the Takla Makan desert in the winter months, and Sir Aurel Stein had been obliged to travel quickly in order to reach his destination in time to carry out the geographical and archaeological investigations which he had in view. Nevertheless, on the journey to Lop-Nor he had been able to see a good deal of the desert, which he crossed in part by new routes. His camp was on the site of an ancient settlement, where excavations had yielded archaeological results of great interest. At the time of writing he was busy with preparations for an extension of his journey through the desert country to the north-east by which he hoped to reach the Chinese province of Kansu. He reports that the Chinese revolution had not changed things, for the political conditions were somewhat unsettled, but so far they had not interfered with his work. While he himself had been pursuing his investigations in the desert region, the native surveyors attached to the expedition by the Indian Government had been extending their triangulation along the Ruen-Lun Range, and in spite of the very severe cold of the winter months, had done good work in mapping the country.

NAVIGATION IN HONGKONG WATERS.

MASTER OF "TAI LEE" CAUTIONED.

At the Marine Court yesterday, before Commander Basil Taylor R.N., W. R. Joffcott, master of the s.s. *Kinshan*, charged E. W. Matthews, master of the s.s. *Tai Lee*, with failing to observe the International Collision Regulations while navigating the *Tai Lee* at Kapsuimun, in the waters of the Colony on May 21st.

Dr. D. V. Stevenson (of Messrs. Deacon, Looker, Deacon and Harston) appeared for the master of the *Kinshan*.

Complainant stated that about 10 p.m. he was heading for Ma Wan Light, and the *Tai Lee* was following. She was about level with the stern of complainant's vessel, on the starboard quarter, overtaking him. When passing about one cable from the N. E. point of Lantau, the *Tai Lee* was abreast of him, with a steam launch going in the same direction inside of her. When the *Tai Lee*'s bows were in line with complainant's bridge, complainant noticed the ships were getting very close and nearing each other rapidly. He stopped the engines and put the helm hard to starboard. There was then only a distance of fifteen feet between the vessels. He then saw that the ships began to draw apart, and he went ahead again. The *Kinshan* was then steering the same course as before and the two ships went along, abreast, for a minute or two. Seeing that the *Tai Lee* showed no signs of easing down, he again stopped, and let the other vessel go ahead, as he saw two steamers coming from Hongkong. He added that he received no signal from the *Tai Lee*.

Thomas Doyle, second mate of the *Kinshan*, and John McFarlane, engineer, corroborated.

Defendant said he calculated on passing the *Kinshan* before getting into the Kapsuimun. When he came abreast of the ship, he alleged that she ported at least 24 points. Then, seeing that the two ships were getting very close, he steered towards the red light.

Replying to Mr. Stevenson, defendant expressed the opinion that he was doing the right thing in passing the *Kinshan* on the starboard side. There was plenty of room for him to do so and by so doing he considered that he was acting in accordance with Rule 23. When ships were so close as were the *Tai Lee* and the *Kinshan*, the only thing to do was what he did. He admitted that he made no provision for possible suction.

Herbert May, chief engineer of the *Tai Lee*, corroborated the Master's evidence.

The Magistrate expressed the opinion that the *Tai Lee* was navigated with a want of caution, and that the defendant ought not to have attempted to pass the *Kinshan* at the point she did. He cautioned defendant to be more careful in future.

THE COST OF RE-NAMING A COMPANY.

A PROFITABLE BUSINESS.

Under these headlines, the *N.C. Daily News* of Wednesday last says:—

It will have been noticed by our readers that the name of the Shanghai Horse Bazaar Co., Ltd., is to be changed to that of the Shanghai Horse Bazaar and Motor Co., Ltd. The meeting effecting this change was held on Monday afternoon, and an interesting point arises out of the Chairman's remarks. He said that the directors had taken necessary preliminary steps in accordance with the Hongkong Ordinance, under which the company was registered, and the expenses attached to the change would not, he understood, amount to more than from Tls. 250 to Tls. 300. The amount in itself is of practically no importance to a company like the Horse Bazaar, but the amount that has to be spent upon what would appear to be a perfectly straightforward and simple matter is held in some quarters to be excessive.

It is interesting to note the procedure that has to be followed by a company wishing to add a few words to its existing name. There is first of all, we understand, to be a special resolution, and the sanction of the Governor of Hongkong obtained for the proposed change. An application has then to be made to the Registrar of Companies in Hongkong to have the new name entered in the Register in place of the old one, and a certificate of incorporation has to be issued in order to meet the altered conditions. This re-registration, however, is not the same as in the case of a new company. There is no registration of a new memorandum or articles of association, but we are given to understand that so far as the law is concerned, there is practically as much trouble as though new capital was being issued.

What the ordinary man may incline to think is that for the amount of trouble actually involved, the work is remarkably well, not to say over well, paid. Is the process of making one or two new entries of issuing a new certificate and of obtaining an official sanction, which is purely formal, so arduous as to justify the enormous charge of Tls. 250, practically 232?

Mr. Wei Wing Lock (son of Mr. Wei Yuk, of the Hongkong University, has won the tennis championship of the National Sports at Peking. Mr. Wei is also playing in the doubles.

TOBACCO IN CHINA.

BRITISH-AMERICAN TOBACCO COMPANY AND THE GOVERNMENT.

It is reported, says the *Nagasaki Press*, that concerning the rumour recently current, that the British-American Tobacco Company is endeavouring to prevail upon the Chinese Government to grant the monopoly of the tobacco market in China, manufacturers of tobacco in Chosen are giving utterance to a vigorous opposition, and have decided to take measures to cope with the gigantic plan contemplated by the American trust, says the *Seoul Press*. In the name of Mr. S. Hroye, President of the Chosen Tobacco Manufacturers' Association, they wired a long telegram to Baron Kato, Foreign Minister, and Mr. Yamasa, Minister in China, a few days ago, asking them to exert special efforts for the benefit of the Chosen tobaccoists, in counteracting the alleged plan of the American trust. As they look upon it, China is the market they have long been looking forward to for the export of tobacco manufactured in Chosen and so the field must be left open for competition by tobaccoists of Chosen, and if the market is shut to them by the monopolisation, as planned by the American trust, the loss to Chosen tobaccoists would be immeasurable. It is said that with this in view manufacturers of tobacco in Seoul have now decided to petition Baron Kato to file a protest with the Chinese Government concerning the proposed monopoly.

The report of the Standard Life Assurance Company for 1913 gives the following figures:—During the year 4,015 policies were issued for £2,400,000, bringing in a premium income of £22,000; the revenue for the year was £1,600,000, and nearly £270,000 was added to the funds of the Company, which have now reached the total of £13,600,000; £31,200,000 has been paid away in claims since the formation of the Company, while over £8,000,000 has been divided amongst holders of profit earning policies. Messrs. Dodwell & Co., Ltd., are the local agents.

INTIMATIONS

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD.,

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

B L WHISKIES.



PREPARED BY MESSRS. BULLOCK, LADE & CO., THE OLDEST FIRM OF DISTILLERS IN THE WORLD.

SEND FOR A FREE SAMPLE.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—
THE MEDICAL HALL.
HONGKONG.



NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed **DAILY PRESS**, only, special business matter **THE MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

THE HONGKONG ICE CO., LIMITED.

SHAREHOLDERS are reminded that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Limited, No. 16, Pedder Street, on WEDNESDAY, the 3rd day of June, 1914, at Noon, in accordance with the Notice which has already been sent to Shareholders, and they are **FURTHER REMINDING** that it is proposed, in view of the 3rd day of June being a Public Holiday, to adjourn such Meeting to the same time and place on the following day, when the business of the Meeting will be proceeded with.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 27th May, 1914. [746]

THE VICTORIA PRINTING PRESS, LIMITED.
(In Liquidation.)

NOTICE IS HEREBY GIVEN pursuant to Section 183 of the Companies Ordinance (Hongkong), 1911 that MEETINGS of the CREDITORS of VICTORIA PRINTING PRESS, LTD. (In Liquidation), will be held at No. 4, D'Aguiar Street, Victoria, in the Colony of Hongkong, on SATURDAY, the 4th day of July, 1914, at 8.30 o'clock p.m., for the purpose provided for in the said Section.

Dated this 25th day of May, 1914.
LEUNG WING CHEUNG,
Liquidator. [747]

FOR SALE.

A LADY'S DOG for Sale, Cheap.

Apply early by letter "M."
Care of "Daily Press" Office.
Hongkong, 27th May, 1914. [749]

AMERICAN AND ORIENTAL LINE.
(ANDREW WEIR & CO.'S STEAMERS)

THE Steamship "MINERICK,"
Captain J. C. Hall, will be despatched from Hongkong on the 18th June, for BOSTON AND NEW YORK.
For freight and further particulars, apply to THE BANK LINE, Ltd., Agents.
Hongkong, 27th May, 1914. [748]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"COBLENZ,"
having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 26th May, 1914. [750]

NOTICE.

NOTICE IS HEREBY GIVEN that the Business and Goodwill of the Firm of ARTHUR NILSSON & COMPANY, carried on by WEI A YUK at York Building, Chater Road, Hongkong, under the style or firm name of "ARTHUR NILSSON & COMPANY," has this Day been acquired by A.E. THE SWEDISH TRADING COMPANY IN CHINA (LTD.), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.

Dated this 23rd day of May, 1914.
A.E. THE SWEDISH TRADING COMPANY IN CHINA (LTD.).
A. NILSSON,
Managing Director.

NOTICE.

WE HAVE THIS DAY REMOVED our Office from Queen's Building to YORK BUILDING (2nd Floor), Chater Road.
A.E. THE SWEDISH TRADING COMPANY IN CHINA (LTD.).
(Incorporated in Sweden).
A. NILSSON,
Managing Director.
[743]

NOTICE.

REDUCTION IN PRICE OF GAS.
THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking, etc.—will be REDUCED to \$2.00 per 1000 cubic feet. All discounts will be withdrawn from same date.
By Order of the Directors,
GEORGE CURRY,
Local Secretary.
Hongkong, 21st May, 1914. [751]

PUBLIC COMPANIES

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, TO-DAY (WEDNESDAY), the 27th May, 1914, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to 30th May, 1914, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th May, 1914. [752]

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., TO-MORROW (THURSDAY), the 28th May, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1914.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 23rd, to THURSDAY, 28th instant, inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, 16th May, 1914. [714]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 29th day of May, 1914, at 11.30 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 26th May, to TUESDAY, the 2nd June, 1914, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st May, 1914. [738]

INTIMATIONS

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (Voluntarily Winding-up).
IN THE MATTER OF THE COMPANIES ORDINANCE 1911,
and
IN THE MATTER OF THE PAN HING HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PAN HING HOTEL COMPANY, LIMITED (司公限有店酒興賓), will be held at Messrs. U. RUMJAHN & Co.'s Office at No. 6, Des Voeux Road Central, Victoria, in the Colony of Hongkong, on FRIDAY, the 29th May, 1914, at 3 o'clock in the Afternoon, for the purpose of confirming the following EXTRAORDINARY RESOLUTION, that is to say:—
"That the Company be wound up voluntarily, and that Mr. LO WAI SUN (呂爵漢), Manager of the Company, be and he is hereby appointed Liquidator for the purpose of such winding-up."

Dated the 14th day of May, 1914.
By Order of the Board,
LO WAI SUN,
Manager. [705]

NOTICE.

IT is proposed to hold an OLD RUGBEIAN DINNER on FRIDAY, the 29th May, at 8 p.m., at the HONGKONG HOTEL.
R. O. HUTCHISON, Esq., has kindly consented to take the Chair.
Old Rugbeians wishing to be present are requested to send in their names to:—
A. E. W. SALT,
The University.
Hongkong, 18th May, 1914. [718]

G. R.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the Supply of

FITTERS.
BLACKSMITHS.
HAMMERMEN.
CARPENTERS.
CAULKERS.
PLASTERERS.
PLUMBERS.
PAINTERS AND SCRAPERS.
SHOEMAKERS OR LEATHERWORKERS.

to H.M. Naval Yard.
Forms of Tender can be obtained at the CHIEF Constructor's Office, H.M. Naval Yard, Hongkong, and should be filled in, and returned as indicated in Tender Form not later than Noon SATURDAY, 30th JUNE, 1914.

E. E. BATE, M.L.N.A.,
CHIEF CONSTRUCTOR.
H.M. Naval Yard,
Hongkong, 22nd May, 1914. [744]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.
We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.
Bring us up and come to an arrangement before the chance is lost.
H. E. VICTOR,
Manager.
6, Des Voeux Road Central (First Floor).
Telephone No. 550.
Hongkong, 15th May, 1914. [710]

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850.) (TELEPHONE 97.)



NEW BATHING COSTUMES

IN ALL COLOURS.

BATHING CAPS

AND

SANDALS.

BATH ROBES

AND

TOWELS.

WATER POLO BALLS.

MEN'S SWIMMING SUITS

FROM \$1.50 EACH.

LANE, CRAWFORD & CO.



THE NAME REMINGTON STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.
The Largest Selling Organization of any concern in the Typewriter Business.
From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."
Faster and AWAIR.
Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

SIEMSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa. [54]



HAVE YOU USED KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the hair cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE 50 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAI, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—
KAMINIA PERFUMERY COMPANY,
Bombay, India. [667]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak, in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
Phillipine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Hongkong, 2nd May, 1914. [663]

GRACA & CO.

PEPPER St. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, PICTORIAL
POST CARDS, SEEDS, BOOKS,
TOYS, &c.

JUST RECEIVED:
POSTAGE STAMP CATALOGUES
FOR 1914.
Hongkong, 20th March, 1914. [603]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOON STREET (2nd St. West of Central Market).
Telephone No. 515. [45]

ENTERTAINMENTS

HIPPODROME CIRCUS AND MENAGERIE.

TO-NIGHT! 9.15 P.M. TO-NIGHT!!
AND EVERY EVENING INCLUDING SUNDAYS.
LOCATION: CAUSEWAY BAY.

SECOND CHANGE OF PROGRAMME!
COME AND SEE! COME AND SEE!!

The Sensational Leap for Life, Intrepid Aerial Display, Marvellous Sharpshooting, The Wonderful Tumbler, The Celebrated Turkish Dancers, The Cleverly Trained Animals, The Whimsical Clowns, etc., etc.

THURSDAY EVENING, MAY 28th.

MR. CARSON will enter a packing case which is being supplied by the British American Tobacco Company, and after allowing any members of the audience to rope and nail the case up he will escape from same in full view of the audience.

N.B.—GRAND ATTRACTION FRIDAY EVENING, MAY 29th.

DE MARLO, THE HUMAN FROG, IN AN ASTOUNDING ACT.

ALSO MDLLE. ZUDECIA, THE MODEL LADY.

IN BEAUTIFUL STATUESQUE POSES.

DIRECT FROM EUROPE. First Appearance in the East.

GRAND MATINEE—TO-DAY AT 4 P.M.

Children Half-Price to Matinee only.

BOX PLAN AT ROBINSON PIANO Co., LTD.

Special late Trains after every Performance.
Hongkong, 27th May, 1914. [866]

INTIMATIONS

RADIUM THERAPY.

We can Supply

RADIUM BROMIDE

for the treatment of Cancer and Skin Diseases, such as Lupus, Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd.,
Representing—
WERNER RUDENBERG & Co.
(Shanghai).
(RADIUM-HEIL-GESELLSCHAFT
m.B.H., Berlin). [841]

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public

that we have made arrangements with
MESSRS. A. S. WATSON & Co., Ltd.,
and
MESSRS. THE MEDICAL HALL
to Supply our

SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.B.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.
Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.,
Shanghai.
Sole Agents for Hongkong and China
for the
RADIUM-HEIL-GESELLSCHAFT
m.B.H., Berlin. [842]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong 2nd December, 1913. [1388]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT.

From No. 10 to 55SG. at \$5. \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [559]

TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon.

Kowloon Marine Lot No. 48, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 19th May, 1914. [685]

AUCTION.

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 2nd day of June, 1914, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shanghai Street, Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements (Approximate)	Contents in Square feet	Annual Rent	1st Price
104a	North of Victoria Road, between Victoria Road and Shanghai Street, Mong Kok.	72 feet by 100 feet	7,200 approx.	50	41

TO LET.

TO LET.
From 1st May, 1914.

NO. 104a, THE PEAK, FURNISHED.

Apply to—
S. J. DAVID & Co.,
Pratt's Buildings,
Hongkong, 7th February, 1914. [564]

TO LET.

ON 1st July, No. 3, SEYMOUR TERRACE, Good View of Harbour, Robinson Road Level.

Apply—
G. A. WOODCOCK,
Magistrate.
Hongkong, 6th May, 1914. [675]

TO LET.

FROM 1st July, 1914.

IN CANTON on SHAMEN LOT 55, The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong.
Hongkong, 7th May, 1914. [676]

TO LET.

NO. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), till 30th May, 1914. Partly Furnished. Cheap rent.

No. 20, BELLIOS TERRACE, newly painted and colourwashed.

From 1st June, 1914, 55, ELGIN TERRACE, newly painted and colourwashed.

No. 12, BELCONSFIELD AVENUE, Shop, No. 5, MOUNTAIN VIEW, Newly painted and colourwashed. From 1st April, 1914.

No. 7, MOUNTAIN VIEW.

No. 7, STEWART TERRACE, PEAK.

No. 19, SHELLEY STREET.

No. 6, CAMERON VILLAS, No. 69, PEAK, To Let, Furnished, for one year, from 1st May, 1914.

"HOGATE," Austin Road, Kowloon Unfurnished.

FOR SALE.

"GLENSHIEL," 124, Barker Road, 5 ROOMS, close to Tram Station.

Apply to—
LINTSEAD & DAVIS,
2nd Floor, Alexandra Buildings,
Hongkong, 22nd May, 1914. [55]

TO LET—FURNISHED.

HOUSE, in Macao, till September 30th in excellent locality, containing 8 Rooms, with usual servants' accommodation.

For further particulars, apply to—
"MELAMPO,"
Care of "Daily Press" Office,
Hongkong, 16th May, 1914. [712]

TO LET.

SHOP, No. 12, Queen's Road Central.

2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—
STEPHENS & WILLSON
Hongkong, 11th December, 1913. [57]



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1746.
BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



-it must be Boeril

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken

Over 30 years ago the late Lord Macaulay testified to the benefits received from HIRSH'S CURE, and every post brings similar letters to-day.

HIRSH'S CURE for ASTHMA

PAID FOR 40 YEARS.

Sold in tins by all Chemists and Stores throughout the Country. Beware of Imitations.



"Oh! I say! It's Good!"
Cooling, refreshing and 'snappy'.
"Montserrat" LIME JUICE
is the ideal Summer beverage.

THE NEW FRENCH REMEDY.
THEIAPION No. 1
CURE FOR RHEUMATISM, GOUT, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THEIAPION No. 2
CURE FOR ALL AFFECTIONS OF THE SKIN, INCLUDING ECZEMA, PSORIASIS, AND ALL AFFECTIONS OF THE SCALP.
THEIAPION No. 3
CURE FOR ALL AFFECTIONS OF THE LUNGS, INCLUDING BRONCHITIS, ASTHMA, AND ALL AFFECTIONS OF THE THROAT.

HONGKONG IRON MINING CO., LTD.

GEORGE LANZIUS v. SIR PAUL CHATER.

FULL TEXT OF JUDGMENT.

At the Supreme Court yesterday, the Chief Justice, Mr. H. H. J. Gompertz, gave judgment in the action in which Mr. George Lanzius, a mining engineer, sued Sir Paul Chater, C.M.G., in connection with prospecting and mining transactions. The plaintiff claimed:—

(1), The sum of \$45,000; (2), 100 fully paid-up shares of \$100 each in the Hongkong Iron Mining Co., Ltd., or, in the alternative, the sum of \$15,850.

Mr. C. G. Alabaster and Mr. Eldon Potter (instructed by Mr. Willson, of Messrs. Stephens & Willson) appeared for the plaintiff, and Mr. Sharp, K.O. (instructed by Mr. Looker, of Messrs. Deacon, Looker, Deacon & Harston), represented the defendant.

His Lordship said—This was an argument on certain legal issues under an order made with the concurrence of the parties by the Chief Justice. The arrangement has no doubt some advantages, but it has also drawbacks. It is not always possible to disentangle issues of law from issues of fact. I have heard argument on the second issue propounded by Mr. Sharp, but the question here is at any rate one of mixed fact and law, and I must decline to determine it now; it will have to stand over till the trial. Again, on the construction of the documents. It would perhaps have been more convenient if I had had the whole of the facts clearly before me, with the circumstances of the case and the relations of the parties. Possibly, however, the facts which are common ground are sufficient basis for me to proceed. If I find myself in any real difficulty I can always stay my hand until the evidence has been taken.

The first question arises upon the construction of the agreement of 22nd July, 1903. Did Messrs. Chater and Mody contract to pay remuneration to Messrs. Lanzius and Macmillan? This agreement is in the form of a letter. It is headed, "To Sir Paul Chater, C.M.G., and H. N. Mody, Esq.," and proceeds as follows:—

"GENTLEMEN,—With reference to our conversation as to Minerals in the New Territories and adjacent British Islands, we understand that you will act with us for the purpose of prospecting for same and if thought advisable for acquiring mining rights and developing the same, the terms being that you are to have three-fourths interest and ourselves one-fourth in the venture."

"We understand that you will pay such monies (not exceeding \$1,000) as you think necessary for the cost of the prospecting outside and also such expenses for the prospecting as you think proper and reasonable. It is further understood that in the event of your deciding to exploit any discoveries you will apply to the Government for the mining rights of the several areas, and will find such money for acquiring such mining rights as you may think proper and reasonable."

"It is understood that all discoveries which we have already made of Minerals or the probability of Minerals shall be disclosed to you on the signing of this document and that all discoveries made by us during the continuance of our joint venture shall be at once disclosed to you and shall be the property of the joint venture, and that we shall not dispose of any such discovery to any other person, neither will we directly or indirectly apply for or hold any mining rights in the New Territories and adjacent British Islands."

"It is agreed that you are at liberty to withdraw from this arrangement at your pleasure.—Yours, faithfully,

(Signed) A. CAMPBELL MACMILLAN.
(Signed) GEO. LANZIUS.

"We agree to the above:—
(Signed) C. P. CHATER.
(Signed) H. N. MODY."

Now the circumstances, as I have them before me, are shortly as follows:—Some time in 1903, not long before the date of this letter, Messrs. Chater and Mody, men of business and capitalists in Hongkong, were approached by the plaintiff and a Mr. Macmillan, who were mining engineers, that is to say, professional men with no great financial resources, upon the subject of mines and minerals in the New Territories and adjacent islands. As a result this agreement was entered into.

The plaintiff's claim to a salary is based on paragraph 3 of the letter. "We understand that you will pay... such expenses for the prospecting as you think proper and reasonable." After the signing of the agreement it is common ground that discoveries already made by the plaintiff were disclosed and that he did for some time prospect for minerals within the area designated.

I am not quite sure if it is agreed between the parties what the words "expenses for prospecting" properly cover, but it is not disputed that they would under some circumstances have the meaning contended for by the plaintiff, e.g., if A and B capitalists enter into a joint prospecting venture, an agreement by A to pay the expenses of prospecting would clearly make him liable for the salary of the prospectors. Whereas in this case the agreement is between capitalists on the one part and persons who themselves do the prospecting work on the other, the question is less simple. *Prima facie* I suppose that unless the construction was repugnant to the sense of the agreement taken as a whole that the words "prospecting expenses" would cover salary.

(Continued on page 6.)

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11 June	12 June	13 June	14 June	11 June	12 June	13 June	14 June
15 June	16 June	17 June	18 June	15 June	16 June	17 June	18 June
19 June	20 June	21 June	22 June	19 June	20 June	21 June	22 June
23 June	24 June	25 June	26 June	23 June	24 June	25 June	26 June
27 June	28 June	29 June	30 June	27 June	28 June	29 June	30 June
1 July	2 July	3 July	4 July	1 July	2 July	3 July	4 July
5 July	6 July	7 July	8 July	5 July	6 July	7 July	8 July
9 July	10 July	11 July	12 July	9 July	10 July	11 July	12 July
13 July	14 July	15 July	16 July	13 July	14 July	15 July	16 July
17 July	18 July	19 July	20 July	17 July	18 July	19 July	20 July
21 July	22 July	23 July	24 July	21 July	22 July	23 July	24 July
25 July	26 July	27 July	28 July	25 July	26 July	27 July	28 July
29 July	30 July	31 July	1 Aug.	29 July	30 July	31 July	1 Aug.
2 Aug.	3 Aug.	4 Aug.	5 Aug.	2 Aug.	3 Aug.	4 Aug.	5 Aug.
6 Aug.	7 Aug.	8 Aug.	9 Aug.	6 Aug.	7 Aug.	8 Aug.	9 Aug.
10 Aug.	11 Aug.	12 Aug.	13 Aug.	10 Aug.	11 Aug.	12 Aug.	13 Aug.
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22 Aug.	23 Aug.	24 Aug.	25 Aug.	22 Aug.	23 Aug.	24 Aug.	25 Aug.
26 Aug.	27 Aug.	28 Aug.	29 Aug.	26 Aug.	27 Aug.	28 Aug.	29 Aug.
30 Aug.	31 Aug.	1 Sept.	2 Sept.	30 Aug.	31 Aug.	1 Sept.	2 Sept.
3 Sept.	4 Sept.	5 Sept.	6 Sept.	3 Sept.	4 Sept.	5 Sept.	6 Sept.
7 Sept.	8 Sept.	9 Sept.	10 Sept.	7 Sept.	8 Sept.	9 Sept.	10 Sept.
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5 Oct.	6 Oct.	7 Oct.	8 Oct.	5 Oct.	6 Oct.	7 Oct.	8 Oct.
9 Oct.	10 Oct.	11 Oct.	12 Oct.	9 Oct.	10 Oct.	11 Oct.	12 Oct.
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25 Oct.	26 Oct.	27 Oct.	28 Oct.	25 Oct.	26 Oct.	27 Oct.	28 Oct.
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A. S. HEWETT,
Acting Manager
Hongkong, 31st March, 1914. [1484]

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Hongkong, 14th May, 1914. [16]

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K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [648]

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Hongkong, 14th July, 1913. [15]

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Paid-up... £562,500
Reserve Fund... £485,000

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A. B. LINTON, Manager.
Hongkong, 14th July, 1913. [788]

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(Continued from page 6.)

The contention is, however, that the agreement of 1905 is nothing else than an agreement of partnership and that under the statutory rule, the plaintiff, being a partner of the defendant, is not, in the absence of agreement, entitled to remuneration for acting in the partnership business. Mr. Sharp referred to the statutory definition of partnership—"the relation which subsists between persons carrying on business in common with a view of profit," and laid stress on various expressions in the agreement, "You will act with us." Then the words following giving the scope of the enterprise were "and I interest in the venture." Then in clause 4—"all disbursements made by us during the continuance of our joint venture," shall be the property of the joint venturers.

Of course it is true that this agreement is what lawyers call an artificial document. I have no doubt that the parties to it thought that it contained everything that was necessary between them. When people go into a venture of this sort they are very often in a hurry. They have a certain confidence in each other, and they hope that their undertaking will be successful. In these circumstances they are often content with a rough agreement and they usually intend later on when the matter matures to put their undertaking into a more formal shape. I do not know where the draft of this agreement came from, but we are told that it was produced by plaintiff in the first instance and that it was in his own hand, the draft was subsequently approved with certain alterations by the defendant's solicitor.

Now the statutory definition of a partnership is very simple and concise, but it is of course often extraordinarily difficult to apply its terms to any given case. The rules provided by the Act for the determination of the question whether in any particular case a partnership does or does not exist are mainly in a negative form, and as Lord Lindley points out at p. 25 (2nd edn.) they only state the weight to be attached to the facts mentioned in the section when the facts stand alone. As the learned author states, "One main principle to be kept in view is that regard must be paid to the true context and intention of the parties as appearing from the whole facts of the case." I do not think that in a rough agreement of this kind it is possible to draw any decided inference from the absence of particular provisions which are usually found in a more formal document drawn by a conveyancer. The only useful method is to take the agreement as a whole and by comparing all its parts to endeavour to arrive at its true intention of the parties. First of all, I will say that I do not think this is a contract of agency. It does not read to me like a contract of service. "You will act with us," during the continuance of our joint venture," shall be the property of the joint venturers,"—none of this has any suggestion of the relationship of employer and employee.

Again, if it was intended to constitute the relation of master and servant, I think it very remarkable that no remuneration was explicitly stipulated for. The plaintiff is described in the statement of claim as a mining engineer, that is to say, a member of a highly trained profession, if he was to do work for the defendant and receive a salary, I should have expected some figures to be mentioned, or at least one word of lock for an express mention of salary as such, if salary was really contracted for. One does not expect such an important term of the contract to lurk modestly under the expression "expenses of prospecting"; the amount being left entirely to the good pleasure of the employer. I do not wish to lay too much stress on this point; still it is one to be considered.

Again, I do not think that this is an agreement for co-ownership. Mr. Potter laid stress on the words "three-fourths and one-fourth interest." I can imagine an agreement to construct a shaft, such as a ship with the result of a joint ownership upon completion. But here the terms are "you are to have three-fourths interest and ourselves one-fourth"—in what? Not in the mine or mines—or in the minerals; but "in the venture." You may of course have an agreement for a single adventure or undertaking, and it is frequently very difficult to say whether a partnership does or does not exist. In 1868 the relationship between an author and a publisher for bringing out a book was held to be a partnership (see *Reade v. Bentley*, 13 Q.B. 559). But Lord Lindley, in *Partnership*, 7th edn. p. 60, doubts whether it is the correct doctrine that authors and publishers are not partners at all.

Mr. Potter instanced a number of reasons why it would not be possible to hold that the parties intended a partnership relation. He laid great stress upon the entire absence of the words partner or partnership from the agreement, and urged that Mr. Deacon, the plaintiff's solicitor, who revised and passed the draft as finally altered, would have insisted upon some such terms if partnership was intended. Now it is not of course at all necessary that partnership, even when evidenced by a written agreement, should be proved by the use of terms of art. You must take the agreement as a whole. But, still, if no such terms are to be found, that is an element which must not be overlooked.

The question then is whether the terms venture, joint venture, joint venturers are not used as the equivalent of the terms partnership and partners. Sir Frederick Pollock in his very valuable digest of the Law of Partnership observes at p. 6 the marginal note being "joint adventure." Scottish writers make a difference between a partnership proper and joint adventure, which is thus defined in *Bell's Principles*, art. 329: "Joint adventure, or joint trade, is a limited partnership, confined to a particular adventure, speculation, course of trade or voyage; and in which the partners, either latent or known, use no firm or social name, and incur no responsibility beyond the limits of the adventure." I do not find that the incidents of a joint adventure, as far as it extends, can be distinguished from those of a partnership, if not, whatever the importance of the distinction may be, it

is not met with in the English authorities." The note (a) to this passage is as follows:—"Lord Eldon seems to have denied it." 3 Dow, at p. 289. Transactions of this kind, when they occur in England, are dealt with, so far as they extend, in the same way as ordinary partnerships.—See *Reid v. Hollinshead* (1826), 4 B & C 887." This point is, I think, therefore against the plaintiff for what it may be worth.

Then it was urged that it could not be supposed that Messrs. Chater and Mody would enter into partnership with two mining engineers they had not seen before. But this does not seem to me of much importance. The partnership had a very limited scope—the capital was expressly reserved the right to withdraw at any time. The whole of the accounts and the office work were apparently in their hands. It is not difficult to suppose that they considered themselves safeguarded against any undue pledging of their credit. Moreover, if I may say so, men who go into mining enterprises are usually sanguine, otherwise they would not touch them at all. But they expect great gains and are prepared to discount minor risks. It will perhaps save time if in the remainder of this judgment I refer to Sir Paul Chater and Sir Morrissey Mody as the capitalists, and to Messrs. Lanzius and Macmillan as the experts. This was in fact the true position of the parties.

The next objection is that the cost of the prospecting outfit and expenses, and the outlay for the acquisition of mining rights, as well as the decision to exploit or not to exploit discoveries, was in the sole discretion of the capitalists. But it does not seem to me inconsistent with the partnership relation that the capitalists should control an outlay for which they are as between the parties solely responsible.

The next objection is that the experts were only to share in gross results. Now the agreement of 1905 is not a trading agreement. Actual mine working in the sense of winning ore in commercial quantities and putting it on the market is not yet contemplated. That was left for a further stage. I do not see that the distinction between gross and net returns is of any real importance here. Let us consider carefully the facts of this case. This was an adventure, in the fullest sense of the word, to the furtherance of which the adventurers of either party were willing to make contributions partly indefinite. The experts were, as I read the agreement, to put into the pool, firstly, something which though its value was as yet unascertained was obviously regarded by both parties as having some positive value, that is to say, the discoveries already made; secondly, they bound themselves for an indefinite period of course an unlimited period to contribute their own skill and labour. On the other side the capitalists were to contribute the cost of the prospecting outfit up to a certain maximum; secondly, they were to contribute up to an amount indefinite except that it was limited by their own direction, to the expenses of prospecting. They were also to find (rather an indefinite word, which might mean an advance on the one hand or on the other final payment) such sums as they should think fit for the acquisition of mining rights. And, fourthly, they were obviously bringing into the credit of the joint adventure an asset the value of which must not be forgotten—their name and influence in the local money market.

Well, as I have said, the parties on either side agree what their respective contributions are to be, present and future. They then agree as to the ratio in which the resulting gain is to be divided. It matters nothing that one side were to take 3 and the other 1. The parties were at liberty to place upon their respective contributions the value it seemed good to them and to agree that their gains should be proportionate.

Then there is the argument that the experts are bound indefinitely by an agreement from which the capitalists may retire at any time. Now when a joint adventure is entered into, the presumption of course is that the partnership, if any, is to continue until the termination of the adventure or undertaking. It may be here that the relation constituted under this agreement is no more than a partnership at will. But if it is not, I should think that as a matter of common sense, and quite apart from the law of partnership, if the experts came to the conclusion that it was no longer their interest to continue these operations, they would be able to bring over the capitalists to their way of thinking. I find at p. 141 of *Palmer's Companies' Precedents*, Vol. 1, 10th edition, Form 5, entitled, "A syndicate agreement for purchase and resale of mines." Clause 2 is as follows:—"A and B shall be managers of the syndicate. Clause 4—per shares shall be paid to the managers forthwith and they may from time to time make calls on the members in proportion to their shares, but no member is liable to pay more than the amount of his shares. Clause 6—The managers shall have the entire control of the affairs of the syndicate, and may conduct the same in such manner as they think best. Clause 7—it is expressly declared that the managers if they think fit (a) may sell the mines to a person or firm or company; (b) may form and float, or procure the formation and floating of a company to purchase the mines; (c) may fix the price and agree to accept any part of it, or fully paid up shares or debentures or otherwise; (d) may keep the mines going until disposed of."

Now the noticeable points are (1) the members purport to limit their own liability, (2) the entire control and conduct of the syndicate and the fullest possible powers of sale are vested entirely in the two managers. The note of the learned author is as follows:—"Syndicates are sometimes found under an agreement as above, but the agreement constitutes a mere partnership, and the members are therefore individually responsible for what the managers do without any real limit of liability. These objections to a syndicate agreement now very commonly induce the formation of an interpreted syndicate. The following are a few examples of the cases in which syndicates are commonly found. (1)—A has a patent for an invention but no capital. The utility of the invention is fairly obvious, but it requires to

be more thoroughly tested, and expenses must be incurred in so testing it. B, C, and D agree to form a syndicate which shall find the requisite funds. The syndicate on the footing that A shall have, say, 1/3 of the shares in the syndicate, free, and that the other subscribers shall pay up their shares in cash."

(2)—C has obtained in America or in one of the colonies an option or contract to purchase some mining property. Money is wanted to send out an independent expert, and perhaps to work the property to a limited extent and thus prove its capabilities. C places his option or contract and knowledge at the disposal of the syndicate in consideration of shares in the syndicate. The syndicate then obtains the necessary reports, works the property more or less, and reverts it to a profit, either to some company formed for the purpose of acquiring it, or to anyone who is willing to buy it on satisfactory terms."

It seems to me that the document under consideration is in effect an agreement of partnership, on all four points with the instances given by Mr. Palmer, and that the ordinary consequences of the partnership relation must attach. I have gone into the question at some length because it was strenuously argued, and is of course a matter of great importance to the plaintiff. I do not propose, however, to deal in detail with the cases cited for the plaintiff. I have considered them most carefully, but they can all be differentiated and fall I think into four main classes. Promoters' cases, employment cases, co-ownership, and cases on the liability of partners for acts antecedent to the partnership relation. On the whole I am of opinion that the document of 1905 is a partnership agreement and that the ordinary partnership relations exist between the parties to it for the purpose of the undertaking.

The answer on the first issue is therefore in the negative.

The second issue, as I have already said, must stand over till the trial. The third question is upon what basis the amount of expenses offered by the defendant is to be taken. The answer depends on the construction of the agreement of 10th October 1905. The parties are Sir Paul Chater of the 1st part, Mr. Mody of the 2nd part and Messrs. Lanzius and Macmillan of the 3rd part.

The first recital is as follows:—"Whereas by an agreement dated 22nd July, 1905, the said parties hereto agreed to prospect for minerals and if thought advisable to acquire mining rights and develop the same in the New Territories and adjacent British Islands upon (inter alia) the terms that the said parties hereto of the 1st and 2nd parts were to have 1/3 interest, and the said parties hereto of the 3rd part 2/3 interest in the venture. The instrument proceeds:—"Whereas operations have been conducted under, and in pursuance of the said agreement whereby the party hereto of the 1st part is shortly to obtain a certain mining lease, and three certain mining licences under the Prospecting and Mining Order 1906 of the Legislature of the said Colony." I pause here to enquire what is the meaning of the word "operations" at the beginning of the 2nd recital. This term is not found in the 1905 agreement, nor does it occur in the first recital of this agreement. It is common ground that prospecting operations at any rate took place all over the New Territories and its islands, and that traces of silver, and I think lead, were discovered in different places. Does "operations" here cover the whole of that work?

In one sense it cannot be said that prospecting and development, e.g., of the well-known old silver mine workings in Lan Tao Island, have in any way conduced to the locating of iron deposits at Man On Shan on the mainland. But in a broad general way it might be fairly put that the discovery of iron ore was a result of the general prospecting for minerals carried on under the agreement. Here again I should perhaps have found my task an easier one if I had before me facts on which I could say what the operations were, and how and where conducted. I have, however, something to go on. Any local resident knows that the Chats have mined, with what success I cannot say, for silver ore at what is now called Silver Mine Bay in Lan Tao. It was stated during the argument that the area was prospected for silver. Would it be a fair use of language to say that operations had been conducted whereby a mining lease and licences (for working iron) were to be obtained, if in fact those operations included the whole investigation of the Lan Tao silver mine? Such a construction would be clearly repugnant to common sense.

Take again another case. A prospector goes I suppose on a roving commission, guided no doubt by his knowledge of geology and mineralogy and by his experience of similar formations elsewhere. He may knock pieces of rocks, take samples of earths and sand, divert streams, dig tunnels, or drill. All this is certainly prospecting. But when any specific minerals are found, then the operations narrow and become specialised. The question no longer is whether any and what mineral is present; but in what quantities is this particular one present, what percentage does the ore yield, is the ore of a refractory nature? The particulars of expenses cover I believe the wages of an assaying chemist. But chemical analysis of some particular ore of silver, lead, or tin cannot be described as operations whereby an iron deposit has been discovered.

I think the conclusion then is irresistible that the parties meant here by operations those only that have directly conduced to the application for the lease and licences covering the iron mine. Again, the word "operations" is not linked generally on to the earlier recital. The wording is not "by the operations under the said agreement." On the contrary the second recital runs "operations (scilicet, some operations) have been conducted whereby, etc." "Whereby" and the words following in my opinion qualify the word "operations" and limit it to those particular ones connected with the iron mine. So in recital 2, "said operations" must have the same restricted meaning. Again in the 4th recital the word "operations" is clearly limited to those in connection with the iron deposits and the iron mine. So in clause 3 of

the agreement, the expenses to be paid are those of the same operations, plus those incurred in relation to the company up to incorporation.

Then the last clause—"These presents shall not be deemed to determine or affect the said agreement in any way in so far as they may relate to the particular premises comprised in such agreement which are the subject matter hereof"—has I think a double purpose. First of all, this later agreement is not to put an end to the partnership venture of 1905 except in so far as that venture has arrived at fruition in the iron mine, the subject matter of this agreement. Everything else is to go on as before. But there is the further provision that nothing in the earlier venture is to be affected by anything herein except in so far as it may relate to premises of the earlier which are the subject matter also of this agreement; that is to say, the iron area.

I think the scope of this agreement of 1906 is expressly limited to matters relating or leading up to the iron mine, and that the other expenses are not covered by it. Then there is, I think, the basis on which the account should be taken. There may be some difficulty in determining exactly what expenses are attributable to the iron mine and there will be of course leave to apply. Again, I have been obliged in considering this issue to make assumptions of fact which I believe will be assented to, and are substantially correct. If either party think these assumptions erroneous or believes that I might have decided differently if all the circumstances had been before me, then of course they are at liberty to call evidence on the point and will suspend my final decision till that evidence is taken.

Then, as to the Statute of Limitations, there are two questions here; the first is whether the writ of summons is wide enough to cover the amendments of the statement of claim. In my opinion it is, and the amended statement of claim is not barred by the statute if the writ is not.

The second question is as to partnership claims. I think it clear that in the case of any claims by partners against the partnership or which may involve partnership accounts, the statute does not begin to run until the partnership is determined.

At the conclusion of the judgment Mr. Alabaster applied for general account and costs of the action. The outstanding question, he said, was basis, and they had succeeded in establishing that. Mr. Sharp opposed the application, and following a somewhat lengthy argument his Lordship deferred the question.

SOCIETY IN BRITISH ARMY.

56,000 TOTAL ABSTAINERS.

The Rev. E. W. Norris, chaplain to H.M. Forces at Chatham, in addressing a men's service in Rochester Cathedral, said there were 56,000 total abstainers among the British troops to-day. In some regiments there were from 600 to 700 abstainers.

In the first regiment he was in there was not a single temperance man. At Chatham, Fort Clarence had been closed as detention barracks, which were no longer needed. The takings in the "wet" canteen at the Royal Engineers' barracks had dropped from £200 to £30 per month. The canteen no longer paid its way, so it had been closed, and was now run on very different lines and under new conditions.

There were non-commissioned officers, sappers, and privates by the thousand who passed through their careers in the Army without having a single bad entry recorded against them.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Monteagle* left Vancouver on the 22nd May, a.m.
The P. & O. str. *Khyber* left Singapore for this port on the 25th May, at 5 p.m., and is due here on the 30th May, at about 8 a.m.
The A.L. str. *Nippon* left Shanghai for this port on the 26th May, and will arrive here on the 30th May.
The C.P.R. str. *Empress of Asia* left Yokohama on the 24th May, at 5 a.m., and is due to arrive at Kobe on the 27th May, at 5 a.m.

PASSENGERS.

Per *Coblenz*, for Hongkong, from Sydney, etc. Mrs. H. Parkinson, Mr. and Mrs. Krockenberger, Consul E. Wahlen and family, Mr. H. Lorenz, Mr. and Mrs. A. Rohrmann, Mr. G. Heine, Mrs. Zuckersdorf, Mrs. F. A. Bradley, Mr. J. O. Wiseman, Mrs. F. Gray, Mr. A. P. Linnell, Miss M. Linnell, Mrs. M. Young, Mr. J. A. Janeway, Mr. S. O. Scudder, Mr. and Mrs. L. Hemmerdinger, Mr. and Mrs. Paul Morgan, Mr. H. Reed, Mr. B. de Hazañas and family, Mr. J. N. Matthews, Mr. C. J. Auffin Orde and valet, Mr. A. Heise, Mr. and Mrs. J. Ping, Mr. H. C. Willson, Mrs. C. Willson, Mrs. Curran, Miss M. Curran, Mr. Hasselbarth, Rev. Schumann and family, General Messner, Sister E. Wirtz, Sister E. Vickers, Capt. C. Filak, Mr. G. Soranzo, Mr. G. M. Hixon, Mr. M. M. Bakowitz and Mr. A. N. Forbes.

PASSED THE CANAL.

April 28th—Den of Airie.
May 1st—Den of Ughl, Malta, Segovia, Rheims.
May 5th—Benedict, Cayton, Konang, S. Africa, Siam, Tokushima, Maru.
May 6th—Goben, Kikano Maru, Neru, Pelus, Tizan, Valencia, Patricia.
May 12th—Glenstrae, Rhine, St. Patrick, St. Kilda, Ville de la Cigale.
May 15th—Atholl, Helenus, Yangless, Preussen.
May 10th—Austria, Denlaers, Der Ringer, Suecia, Annam.
May 22nd—Chili, Hyson, Iyo Maru, Kazemba, Kashima Maru, Peking.

LASSITUDE IN HOT WEATHER.

In the prevailing trying weather every function of the body is more or less depressed, with the result that men are less able to get through their daily routine of work.

To overcome this lassitude and restore the sensation of well-being which everyone desires, the nerve force must be fully restored for the nervous system rules the whole body. This demands sufficient supplies of protein and phosphorus, the vital elements of food as they may be called, since without them the nervous system cannot remain healthy.

Protein and phosphorus are combined in Sanatogen, the phosphorus being in the exact form in which it exists in the body and nerve. This explains why Sanatogen always restores the body's strength, revitalises the blood and invigorates the nervous system when they are depressed from any cause.

India's hot weather produces greater lassitude than China's. To the value of Sanatogen in such weather the Hon. Mr. Justice Kensington, Judge of the Chief Court, Lahore, attests. Mrs. Kensington writes: "I have tried Sanatogen in the great heat of Lahore and am absolutely satisfied with it. Mr. Kensington has also taken it, and we have both found it a wonderful restorative and tonic." Sanatogen can be obtained of all Chemists in bottles of two sizes. [111-S. 6095]

SHIPPING IN PORT.

ABASANDA, American str., 2,600, E. V. W. Keen, 19th May—Manila 8th May, Nil—Order.
ANZUT, British str., 1,355, G. W. Eady, 24th May—Shanghai 4th May, General—Butterfield & Swire.
BORNEO, British str., 2,910, P. G. Ram, 24th May—London 16th March, General—P. & O. S. N. Co.
CARNARVONSHIRE, British str., 5,955, L. W. Holland, 25th May—London 14th April, General—Jardine, Matheson & Co.
CHINA, American str., 3,116, H. Thompson, 19th May—San Francisco 18th May, General—Pacific Mail S.S. Co.
CHOI SING, German str., 1,091, G. Monk-witz, 19th May—Bangkok 13th May, Rice—Butterfield & Swire.
DEVAYONGSE, Brit. str., 1,847, C. W. Shearer, 23rd May—Saigon 19th May, Rice—A. Buns.
EMERALD OF INDIA, British str., 3,032, A. J. Hailey, 22nd May—Vancouver, B.C. 30th April, General—Canadian Pacific Railway Co.
ESANG, British str., 1,127, W. P. Baker, 24th May—Swatow 23rd May, General—Jardine, Matheson & Co.
FERNLEY, British str., 2,995, Appleton, 24th May—Mojoi 18th May, Coal—Order.
GEMINI, British str., 1,368, E. Jones, 9th May—Bangkok 1st May, Rice—A. Buns & Co.
GLENFALLOCH, British str., 1,434, Gardner, 25th May—Singapore 18th May, General—Chinese.
HALFORD, Dutch str., 1,070, J. Bakker, 22nd May—Singapore 18th May, Bulk Oil—Asiatic Petroleum Co.
HINANG, British str., 1,885, J. M. Hay, 25th May—Sandakan 18th May, General—Jardine, Matheson & Co.
HONGKONG, French str., 739, A. Marquerite, 23rd May—Haiphong 21st May, General—A. R. Marty.
KAIFONG, British str., 987, H. Mathias, 24th May—Hohow 23rd May, General—Butterfield & Swire.
KANBU, British str., 1,420, E. Monkman, 25th May—Bangkok 18th May, Rice—Butterfield & Swire.
KATIE, German str., 1,200, Christiansen, 23rd May—Saigon 19th May, Rice—Jensen & Co.
KIANG PING, Chinese str., 1,222, H. Udden, 23rd May—Chinkiang 19th May, General—Chinese.
KWANGTUNG, Chinese str., 1,536, Sangster, 23rd May—Shanghai 20th May, General—Chinese.
LAISANG, British str., 2,924, E. J. Tudd, 22nd May—Mojoi 17th May, Coal—Jardine, Matheson & Co.
MARIA LUISA, American str., 212, E. J. Cingra, 20th May—Manila 16th May, Sugar—Order.
NANSANG, British str., 2,591, H. F. Gilroy, 22nd May—Calcutta 5th May, General—Jardine, Matheson & Co.
PHEA NANG, British str., Scott, 6th May—Karatsu 1st May, Coal—A. Buns & Co.
PITRANULOE, German str., 1,287, Taubert, 20th May—Swatow 19th May, General—Butterfield & Swire.
PRIMULUS, British str., 4,268, W. R. Barker, 23rd May—Liverpool 18th April, General—Butterfield & Swire.
SADO MARU, Japanese str., 3,860, K. Asakawa, 24th May—Shanghai 21st May, General—Nippon Yusen Kaisha.
SHIMOKIJI MARU, Japanese str., Den, 23rd May—Mojoi 18th May, Coal—Osaka, Shosen Kaisha.
TAMAHU, Dutch str., 3,515, S. Onchuy, 21st May—Macassar 15th May, Sugar—Java-China-Japan Lijn.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENIARIG" FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or from the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd June, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th May, 1914. [732]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO" Arrived Hongkong on 24th May 1914. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharfed Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 25th May, 1914. [1]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, and for

PRIVATE RESIDENTS at the OUTPOSTS.

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is given in the

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2 to any part

of the World.

NOTICES TO CONSIGNEES.

AMERICAN & MANCHURIAN LIN. E.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"CITY OF NORWICH."

Captain McMillan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 27th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Hongkong, 20th May, 1914. [731]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA" Arrived Hongkong on 21st May, 1914. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharfed Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—From London, etc., ex ss. "Marmora" and B. & P. S. N. Co's Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 21st May, 1914. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENIARIG" FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or from the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd June, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th May, 1914. [732]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO" Arrived Hongkong on 24th May 1914. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharfed Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by

VESSELS ON THE BERTH

GLEN LINE
(McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLEN TURBET" (Capt. T. T. Jones),
For LONDON, HULL, ANTWERP AND
AMSTERDAM.This Steamer will be despatched for the above
Ports TO-DAY, 27th May.Saloon Passage, Hongkong to London,
£40.
For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 15th May, 1914. [711]

HONGKONG-BOSTON AND NEW YORK.



AMERICAN ASIATIC S.S. CO.

For BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On or about 5th June.

For Freight or information apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 14th May, 1914. [707]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.THEROPEL BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA"
Captain W. R. Hickey, carrying His
Majesty's Mails, will be despatched from
this port for BOMBAY, on SATUR-
DAY, the 6th June, 1914, at Noon, taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "MALOJA",
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.Silk and Valuables and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
Marseilles and London. Other Cargo for
London, etc., will be conveyed via Bombay
and transhipped to the s.s. "ARABIA", due in
London on the 18th July, 1914.Parcels will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 25th May, 1914. [1]

WEATHER REPORT.

On the 26th at 10.10 a.m.—Pressure has
increased considerably over Japan, which is now
covered by an anti-cyclone.The depression over Indo China has partially
filled up.The depression to the east of the Philippines
is curving to northward.Hongkong rainfall for the 24 hours ending at
10 a.m. to-day, 0.00 inches.The forecast for the 24 hours ending at noon
to-day is as follows:—

District.	Forecast.
Hongkong & Neighbourhood	E. or variable winds, moderate to light; air pleasant.
Kowloon Channel	N. or variable winds, moderate.
South coast of China between Hongkong and Lamma.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, May 26th

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.97	29.97	29.95
Temperature	76	76	81
Humidity	76	79	72
Wind Direction	East	East	East
" Force	5	3	6
Weather	o	c	c
Rain	—	—	—

Highest open air Temperature on 25th... 80.
Lowest open air Temperature on 25th... 75.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Bluff Point. 3. From Bluff Point to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO.
LONDON, HULL, ANTWERP & AMSTERDAM...	GLEN TURBET	Brit. str.	1	P. T. Jones	SHEWAN, TOMES & Co.	To-day
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	P. & O. S. N. Co.	On 6th June, at Noon.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	NOVABA	Brit. str.	1	H. R. Hetherington, R.N.E.	P. & O. S. N. Co.	On 16th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DUNDEESHIRE	Brit. str.	1	Knaissel	JARDINE, MATHESON & Co., Ltd.	On 16th June.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ALTMARK	Ger. str.	1	J. Nagano	HAMBURG-AMERICA LINE	On 2nd June, at 1 p.m.
MARSEILLES & HAMBURG &c.	MAGELLAN	Ger. str.	1	Buch	MESSAGERIES MARITIMES	On 3rd June, at 10 a.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ARUTA MARU	Ger. str.	1	Karberg	NIPPON YUSEN KAISHA	On 3rd June.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	BRABLIA	Ger. str.	1	Geissel	HAMBURG-AMERICA LINE	On 24th June.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Diedrichsen	HAMBURG-AMERICA LINE	About End of June.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Jager	HAMBURG-AMERICA LINE	On 4th July.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Luebke	HAMBURG-AMERICA LINE	On 13th July.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 5th June.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 19th June.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 16th July.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-day, at Noon.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June, at 4 p.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 10th June.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 11th June, at Noon.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 1st June, at 5 p.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 15th June, at 4 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-morrow, at 10 a.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 16th June.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	About 5th June.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 1st July, at Noon.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-day, at Noon.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 5th June, at 1 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 16th June.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 28th inst., at 10 a.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 3rd June, at Noon.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 3rd June.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 13th June, at 3 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	About 26th inst.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-day, at 4 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 31st inst., a.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 3rd June, at 11 a.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 5th June.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June, at 5 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-morrow, at D'light.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	About 28th inst.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 29th inst., at D'light.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	About 31st inst.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 30th inst., at 5 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 1st June.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June, at 4 p.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	About 4th June.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 5th June, at 6 a.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 7th June.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 3rd June, at 2 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-day, at 10 a.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 31st inst., at Noon.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-day, at 11 a.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 29th inst., at 11 a.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June, at 11 a.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 5th June, at 11 a.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 5th June, at 10 a.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 30th inst., at 2 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June, at 4 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June, at 4 p.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 6th June, at 2 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 11th June, at 4 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 8th June, a.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-morrow, at 2 p.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 1st June, at 2 p.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 2nd June, at Noon.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	To-day, at 10 a.m.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 3rd inst., at 10 a.m.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ROBERT MARU	Ger. str.	1	Kanao	HAMBURG-AMERICA LINE	On 12th June, at 2 a.m.

SHIPPING

ARRIVALS.

BRISAVIA, German str., 4,155, G. Boldt,	25th May—Shanghai 23rd May, General.
COBLENZ, German str., 3,130, H. Schmitt,	26th May—Sydney 2nd May, General.
—Molchers & Co.	
RIGER, Norwegian str., 875, E. Fingelsen,	25th May—Daly 18th May, General.
—Thorsen & Co.	
FUKU MARU, Japanese str., 3,087,	Miyako, 25th May—Mojito 19th May,
Coal.—Mitsui Bussan Kaisha.	
RIVER CLYDE, British str., 2,289, Kerr,	25th May—Colombo 16th May, General.
—Dodwell & Co.	
SABINE RICKMERS, Dutch str., 673, Shener-	25th May—Fochow 23rd May,
—Rijk Oil—Asiatic Petroleum Co.	
SHADONER, British str., 3,290, T. J. Read,	26th May—San Francisco 1st May,
—Bulk Oil—Standard Oil Co.	
TATSO MARU, Japanese str., 1,042, Shimo-	kawa, 25th May—Chingwantao 15th
May, Con.—Mitsui Bussan Kaisha.	
YATSHING, British str., 1,424, F. E.	25th May—Singapore 19th
—Jardine, Matheson & Co.	
YENKANG, British str., 1,128, P. H. Rolfe,	25th May—Manila 23rd May, General.
—Jardine, Matheson & Co.	

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.	May 26th.
EIGER, Norwegian str., for Canton.	
KAIKONG, British str., for Kobe.	
NAMKANG, British str., for Kobe.	
PANAMA MARU, Jap. str., for Tacoma.	
RIVER CLYDE, British str., for Mojito.	
SOSHU MARU, Japanese str., for Swatow.	
WINGSANG, British str., for Canton.	

DEPARTURES.

CHINCHU, British str., for Manila.	
COBLENZ, German str., for Kobe.	
FEICHING, Chinese str., for Shanghai.	
HAICHING, British str., for Fochow.	
SHAOHING, British str., for Shanghai.	

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* left Yokohama for Hongkong via Japan ports and Manila on the 17th May, at noon. The United States mail has been transferred to the N.D.L. str. *Luetow*, which is due to arrive at Hongkong on the 27th May.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 26th May, and may be expected to arrive here on or about the 13th June.

The Australian Oriental Line str. *Chengsha* left Zamboanga on the 23rd May for Hongkong via Manila, and may be expected to arrive here on or about 28th May.

The N.Y.K. str. *Tango Maru* (Australia Line) left Sydney for this port via ports on the 18th May, and is expected here on the 1st June.

THE GERMAN MAIL.

The I.G.M. str. *Geben*, carrying the German mails, with dates from Berlin of the 29th April, left Singapore on the 23rd May, and may be expected here on or about the 27th May, at 4 p.m.

MERCHANT STEAMERS.

The I.G.M. str. *Luetow* left Shanghai on the 23rd May, at noon, and may be expected here on or about the 27th May, daylight.

The N.D.L. freight str. *Altair* left Singapore on the 22nd May, at 6 p.m., and may be expected here on or about the 28th May, at 6 a.m.

The A.L. str. *E. Franz Ferdinand* left Singapore for this port on the 24th May, a.m., and will arrive here on the 29th May, p.m.

The Mogul Line str. *Den of Ogit*, from United Kingdom, left Singapore on the 23rd May, and is therefore expected to arrive here on the 28th May.

The H.A.L. str. *Segovia* left Singapore on the 24th May, a.m., and may be expected here on or about the 29th May, p.m.

The Apar str. *Gregory Apar*, from Shanghai and Kobe, left Mojito on the 24th May, and may be expected here on or about the 28th May, a.m.

The N.Y.K. str. *Kitano Maru* (European Line) left London for this port via ports on the 25th April, and is expected here on the 3rd June.

The str. *Glenstrae* passed the Suez Canal on the 12th May for Hongkong via Straits.

The East Asiatic Co.'s str. *Annam* left Port Said on the 21st May, and may be expected here on or about the 16th June.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Pookang, from Mojito, is due in Hongkong 28th May.

SHIRE LINE, LIMITED.

Radnorshire, from Portland, is due in Hongkong 23rd June.

Monmouthshire, from London, is due in Hongkong 25th June.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					FROM L'POOL	
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMENES	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, KHYBER and YOKOHAMA	DELTA	About 31st May	Freight and Passage.
SHANGHAI	DELTA	About 4th June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANZA	6th June	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NOVARA	About 10th June	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWITT,

Superintendent.

Hongkong, 27th May, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STAMENES	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"KAIFONG"	On 27th May, 10 A.M.
SHANGHAI	"ANHUI"	On 28th May, 4 P.M.
SHANGHAI and TSINGTAU	"CHENAN"	On 30th May, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 2nd June, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 2nd June, 4 P.M.
PAKHOI and HAIPHONG	"SUNGKIANG"	On 3rd June, 10 A.M.
SHANGHAI	"LUCHOW"	On 4th June, 4 P.M.
SWATOW, WEIHAUWEI, CHEFOO & TIENTSIN	"KURICHOW"	On 5th June, 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly

S.S. "LINTAN" and S.S. "SANUI" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Hongkong, Hongkong and Canton.

N.B.—Passengers must embark before Midlight on SATURDAY for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 27th May, 1914. TELEPHONE 36. AGENTS. [6]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 29th May, 10 A.M.	On 10th June, 10 A.M.
ST. ALBANS	On 31st May, 10 A.M.	On 12th June, 10 A.M.
EASTERN	On 13th June.	On 14th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th June, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins.
Stewardsess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice) 436 1st, 236 2nd, 219 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "NIPPON," 13,950 tons, will leave as above on 1st June, at 5 P.M.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardsess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS.
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I 23.15, II 22.1.5.
BY ST. GOTTHARD EXPRESS.
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Leon, Calais or Boulogne, Class I 23.15, II 22.1.5.
BY SEMLERING EXPRESS.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I 22.11, II 22.9.9.
BY RAUBER EXPRESS.
Via Munich, Cologne, Hook or Flushing, Class I 27.10.8, II 26.1.8.
TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 1st June, at 6 A.M.
FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above on 31st May, A.M.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Hongkong, 18th May, 1914. Princes' Building. [43]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. A. H. Stewart	FRIDAY, 29th May, at 11 A.M.
"HAIYANG"	Capt. A. H. Stewart	TUESDAY, 2nd June, at 11 A.M.
"HAIHING"	Capt. W. G. Pasmore	FRIDAY, 5th June, at 11 A.M.

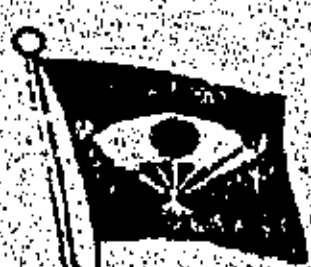
For SWATOW AND RETURN.

(Occupying 3 Days).

"EAIMUN"	Capt. J. Evans	WEDNESDAY, 27th May, at 11 A.M.
		SUNDAY, 31st May, at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blakes Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 26th May, 1914. [4]

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots	TUES., 16th June.
* NIPPON MARU	11,000 — 18 kn	2nd June.
* HONGKONG MARU	11,000 — 18 knots	FRIDAY, 10th July.
SHINYO MARU	22,000—21 knots	TUES., 14th July.
CHIYO MARU	22,000—21 knots	THURS., 30th July.

Steamers via Shanghai will be despatched at Naha.

"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
FIRST CLASS TO NEW YORK	\$60		\$96.10.
" " " SAN FRANCISCO	\$45		\$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS. HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291. [212]

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Sails for Hongkong to Australia
"CHANGSHA"	29th May.	3rd June.
"TAIYUAN"	1st July.	7th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 2nd May, 1914. TELEPHONE No. 36. AGENTS. [734]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXP. ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of May	JAPAN	Second half of May
TJIBODAS	JAVA	Second half of May	JAVA	First half of June
TJIKINI	JAPAN	First half of June	JAVA	First half of June
TJIMANOR	JAVA	First half of June	SHANGHAI	First half of June
TJIPANAS	SHANGHAI	First half of June	JAVA	First half of June
TJILATJAP	JAVA	First half of June	JAPAN	First half of June
TJILIWONG	JAVA	First half of July	JAPAN	First half of July
TJITAROEM	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 6th May, 1914. [18]

Telephone No. 1574.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East.—16, DES VEDS ROAD, HONGKONG.

SHANGHAI: 23, Foochow Road. YOKOHAMA: 32, WATER STREET.

MANILA: MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1914. [724]

IMPERIAL GERMAN MAIL LINES.

FOR	STAMENES	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUETZOW,"	17,300	Thursday, 28th May, at 10 A.M.
SHANGHAI, TSINGTAU, KOBÉ and YOKOHAMA	"GOEBEN,"	17,300	About Thursday, 28th May.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ,"	6,100	Saturday, 13th June, at 5 P.M.
JESSELTON, KUDAT and SANDAKAN	"BORNEO,"	5,000	Friday, 12th June, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	about
"ALTAIR"	31st May.
FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "BORKUM"	about End of June.
FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "ALTAIR"	Beginning of July.
"DURENDART"	8th June.
FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "DURENDART"	Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO..

GENERAL AGENTS.

Hongkong, 20th April, 1914. [118]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND OUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."

[50]

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBÉ and MOJI on 7th June.

S.S. "TAKADA," 6,300 tons, Captain J. R. O'Sullivan, will be despatched for KOBÉ and MOJI on 16th June.

WESTWARD

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 2nd June.

S.S. "DUNERA," 5,399 tons, Capt. E. G. M. Dickinson, will be despatched as above on 16th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS.

Hongkong, 28th May, 1914. [49]



OBTAINABLE FROM
KARL BRANDES,
No. 2, PRIDDER STREET.

Hongkong, 26th May, 1914.

PETER SCHUERMANN AND SCHROEDER'S WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.
REPRESENTATIVE FOR CHINA:
HUGO C. A. FROMM,
HONGKONG.

Hongkong, 26th May, 1914.



PHILIPPS SELF-PLAYING PIANOS AND ORCHESTRIONS

Have proved to stand any Climate.
They will not lose their exceptional good tone.

GENERAL AGENT—

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 26th May, 1914.

POST OFFICE NOTICE.

N.B.—Registration by the German Mail to Europe closes at 8.30 a.m. and the Mail by the *Empress of India* at 9 a.m. sharp, to-morrow.
The *Luetow*, with the *AMERICAN MAILER Manchuria*, is due to arrive here to-day.
The *Goeben*, with the *GERMAN MAIL*, left Singapore on Saturday, the 23rd inst., at 9 a.m., and may be expected here to-day, at 4 p.m.
The *Chenai*, with the *MAIL FROM LONDON* (via Siberia) of Wednesday, the 6th inst., is due to arrive here to-day.
The *Liangchow*, with the *MAIL FROM LONDON* (via Siberia) of Saturday, the 9th inst., is due to arrive here on Friday, the 29th inst.

FOR	PER	DATE
Hainan, Pakhoi and Haiphong	Kaifong	Wednesday, 27th, 9.00 a.m.
*Swatow, Amoy & Formosa via Takao & Anping	Szechu Maru	Wednesday, 27th, 9.00 a.m.
*Formosa via Keelung, *Shanghai, *North China, *Japan via Nagasaki, *Victoria, and *Tientsin	Panama Maru	Wednesday, 27th, 10.00 a.m.
Swatow	Haiman	Wednesday, 27th, 10.00 a.m.
Hongkong	Foehing	Wednesday, 27th, 10.00 a.m.
*Straits	Brigades	Wednesday, 27th, 10.00 a.m.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, *UNITED STATES, *SOUTH AMERICA and *CANADA via SAN FRANCISCO	China	Wednesday, 27th, 10.00 a.m.
*Japan via Kobe	Yataing	Wednesday, 27th, 10.00 a.m.
Shanghai and North China	Shinchi Maru	Wednesday, 27th, 10.00 a.m.
*Shanghai and *North China	City of Norwich	Wednesday, 27th, 10.00 a.m.
*Japan via Kobe	Yataing	Wednesday, 27th, 10.00 a.m.
*Shanghai and *North China	Shinchi Maru	Wednesday, 27th, 10.00 a.m.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, *UNITED STATES, *SOUTH AMERICA and *CANADA via SAN FRANCISCO	China	Wednesday, 27th, 10.00 a.m.
[To make connection with the <i>Daly</i> steamer leaving Shanghai on Monday, the 1st June.]		
Hainan, Haiphong and Pakhoi	Hongkong	Thursday, 28th, 10.00 a.m.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via NAPLES	Lutao	Thursday, 28th, 10.00 a.m.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, *UNITED STATES, *SOUTH AMERICA and *CANADA via SAN FRANCISCO	China	Thursday, 28th, 10.00 a.m.
[To make connection with the <i>Daly</i> steamer leaving Shanghai on Monday, the 1st June.]		
*Straits and *India via Calcutta	Laitang	Thursday, 28th, 1.00 p.m.
*Shanghai and *North China	Anhui	Thursday, 28th, 1.00 p.m.
*Straits	Altmark	Thursday, 28th, 1.00 p.m.
*Shanghai and *North China	Esang	Thursday, 28th, 1.00 p.m.
Philippine Is., Australia, Tasmania and New Zealand via Thursday Island	Empire	Friday, 29th, 9.00 a.m.
Swatow, Amoy and Fookow	Haitan	Friday, 29th, 10.00 a.m.
Swatow and Bangkok	Pissanuloh	Saturday, 30th, 1.00 p.m.
Philippine Islands	Wingang	Saturday, 30th, 1.00 p.m.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Chenai	Saturday, 30th, 5.00 p.m.
[To make connection with the <i>Taiyuan</i> train leaving Shanghai on Thursday, the 4th June, at 8 a.m.]		
Shanghai, North China & Japan via Yokohama	E. F. Ferdinand	Saturday, 30th, 5.00 p.m.

* Specially superscribed correspondence only.

TO-DAY

Noon—Peak Tramways Co., Ltd. Meeting of Shareholders.
Matinee at 4 p.m.—Hippodrome Circus at Caneway Bay.

TO-NIGHT

8.15 p.m.—Hippodrome Circus at Caneway Bay.

TO-MORROW

12.30 p.m.—The "Star" Ferry Co., Ltd. Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.

FORTHCOMING EVENTS.

Friday, 29th May—
11.30 a.m.—A. S. Watson & Co., Ltd. 20th Annual Ordinary General Meeting at the Hongkong Hotel.

2 p.m.—The Pan Hing Hotel Co., Ltd. Extraordinary General Meeting at Messrs. U. Rumbach & Co.'s Offices.

Tuesday, 2nd June—
3 p.m.—Auction of Crown Land at Shanghai Street, Mong Kok by Public Works Dept.

Wednesday, 3rd June—
Noon—The Hongkong Ice Co., Ltd. Extraordinary General Meeting at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.

Thursday, 4th June—
11.30 a.m.—Hongkong Fire Insurance Co., Ltd. Extraordinary General Meeting.

11.15 a.m.—Canton Insurance Office, Ltd. Extraordinary General Meeting.

Saturday, 4th July—
3.30 p.m.—The Victoria Printing Press, Ltd. Meeting of the Creditors.

COMMERCIAL CLOSING QUOTATIONS.

On LONDON—	May 26th.
Telegraphic Transfer	110 1/2
Bank Bills, on demand	110 1/2
Bank Bills, at 30 days sight	110 1/2
Bank Bills, at 60 days sight	110 1/2
Bank Bills, at 90 days sight	110 1/2
Documentary Bills, at sight	110 1/2
On PARIS—	
Bank Bills, on demand	240
Credits, at 4 months sight	245
On GERMANY—	
On demand	195 1/2
On NEW YORK—	
Bank Bills, on demand	46 1/2
Credits, at 60 days sight	47 1/2
On BOMBAY—	
Telegraphic Transfer	14 1/2
Bank, on demand	14 1/2
On CALCUTTA—	
Telegraphic Transfer	14 1/2
Bank, on demand	14 1/2
On SHANGHAI—	
Bank, at sight	7 1/2
Private, 30 days sight	7 1/2
On YOKOHAMA—	
On demand	9 1/2
On MANILA—	
On demand	9 1/2
On SINGAPORE—	
On demand	11 1/2
On BATAVIA—	
On demand	11 1/2
On HONGKONG—	
On demand	11 1/2
On SAIGON—	
On demand	11 1/2
On SHANGHAI, Bank's Buying Rate	\$10.40
GOLD LAY, 100 fine, per tola	\$54.40
SILVER, per tola	\$25 1/2

SUBSIDIARY COINS.

Hongkong... 20 cents pieces	\$ 8.70 discount.
Hongkong... 10 "	\$ 8.87 "

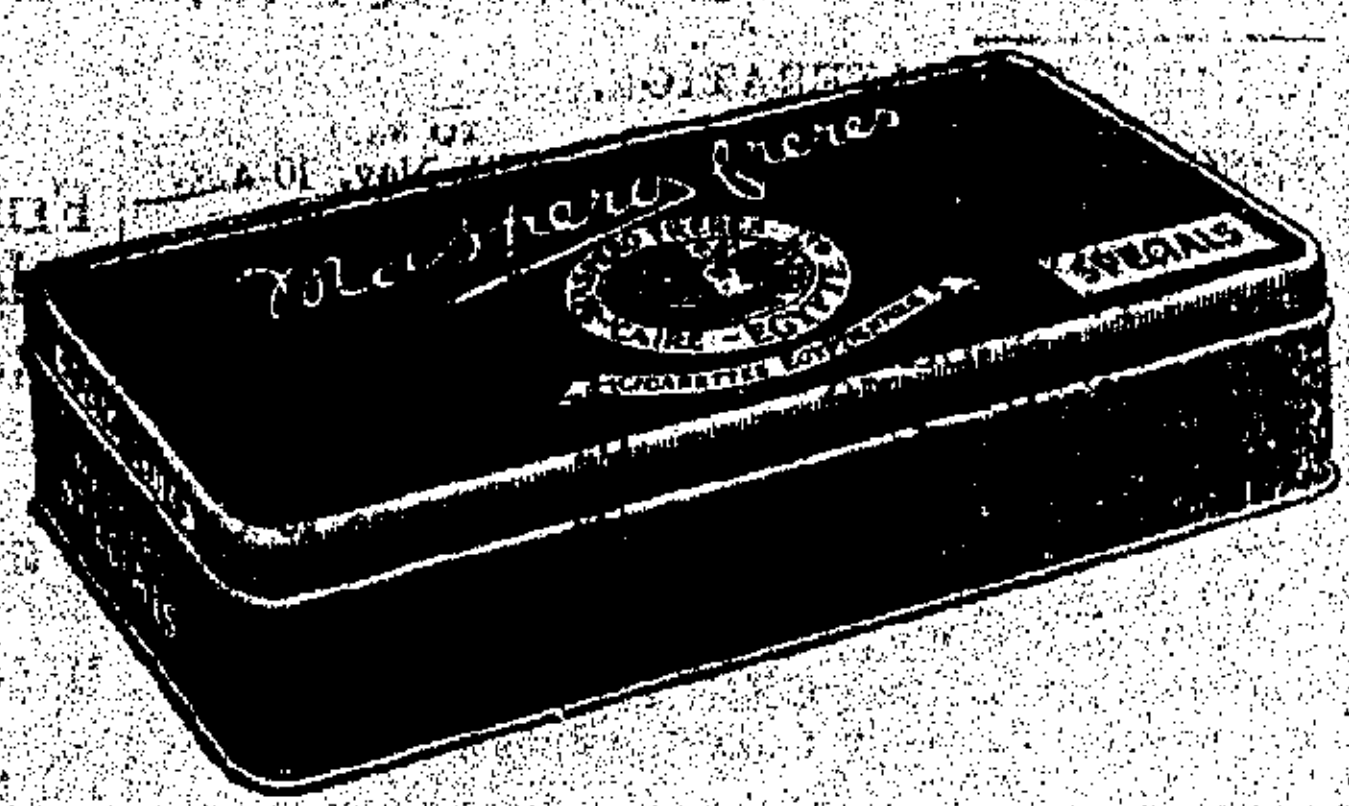
MAILS VIA SIBERIA.

Leave	Due
May 30th.	May 28th.
May 9th.	May 26th.

THE EGYPTIAN CIGARETTE DE LUXE.

Mascheres freres

"SPECIALS"



\$1.50
PER 50'S TIN.

\$1.50
PER 50'S TIN.

ASK SPECIALLY FOR MACKIE'S

WHITE HORSE WHISKY.

LANE, CRAWFORD & CO.,
SOLE AGENTS.

SHARE LIST—QUOTATIONS.

HONGKONG, 26th MAY, 1914.

STOCKS.	NO. OF SHARES.	VALUE PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$810, sellers	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12 all	\$12, sellers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$4.10, sellers	
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10 all	\$8 1/2, sellers	7 1/2 p.c.
CORPORATIONS—				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50 all	Tls. 119 1/2, buy.	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$8, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$40, sellers	
DOCK AND WAREHOUSE—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$91, buyers	5 p.c.
Shanghai Dock and Engineering Co., Ltd.	50,000	\$50 all	\$65, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$62 all	\$5 1/2	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 90, buyers	
Shanghai Dock and Engineering Co., Ltd.	56,000	Tls. 100 all	\$5.10, sellers	
Green Island Cement Co., Limited	400,000	\$10 all	\$41	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10 all	\$12 1/2	5 p.c.
HONGKONG HOTEL COMPANY LIMITED	20,000	\$50 all	\$123 1/2	
Manila Metropolitan Hotel, Limited	15,000	P. 10 all	\$98, sellers	
Hongkong Ice Company, Limited	5,000	\$25 all	\$190, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$22 1/2, buyers	9 1/2 p.c.
Hongkong & South China Steamship Co., Ltd.	15,000	\$6 all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1 all	\$9 1/2, buyers	
INSURANCE—				
Canton Insurance Office Co., Limited	10,000	\$250 \$50	\$310	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 \$20	\$147, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 \$50	\$370, buyers	7 1/2 p.c.
North China Insurance Co., Limited	12,400	\$15 \$25	Tls. 140, sellers	
Union Insurance Society, Limited	12,400	\$250 \$100	\$770, buyers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100 \$50	\$194, Ex 73	
LANDS AND BUILDINGS—				
Hongkong Land Investment, Agency Co., Ltd.	50,000	\$100 all	\$112, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	50,000	\$100 \$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10 all	\$7 1/2, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 \$30	\$44	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 92, sellers	
West Point Building Co., Limited	12,500	\$50 all	\$72 1/2, buyers	5 1/2 p.c.
MANUFACTURING—				
Manitowong Co., Ltd.	250,000	Gds. 10 all	Tls. 57, sellers	
MINING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21 all	\$38, sellers	
Hawwood Tin and Rubber Estate, Ltd.	320,000	\$2 1/2 all	\$3, sellers	
Ranch Australian Gold Mining Co., Ltd.	200,000	\$21 all	\$28 1/2, buyers	7 1/2 p.c.
Trench Mines, Limited	150,000	\$10 all	\$10, buyers	
Peak Tramways Co., Limited	75,000	\$10 \$1 1/2	\$0.93, sellers	
Philippine Co., Limited	75,000	\$10 all	\$5	
Pulper et Papeterie du Tonkin Societe des	13,200	\$50 all	\$20, sellers	
REFINING—				
China Sugar Refining Co., Limited	20,000	\$100 all	\$78, buyers	3 p.c.
London Sugar Refining Co., Limited	7,000	\$100 all	\$28	
STEAMSHIP COMPANIES—				
China and Manilla Steamship Co., Ltd.	30,000	\$28 all	\$3, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50 all	\$26 1/2, buyers	7 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	50,000	\$15 all	\$57 1/2, L/don	6 p.c.
Indo-China Steam Navigation Co., Ltd.	50,000	\$25 all	\$27, Ex 108	3 1/2 p.c.
Shanghai Transport & Trading Co., Ltd.	2,500,000	\$21 all	\$102 1/2, buyers	
Star Ferry Company, Limited	40,000	\$10 all	\$43, sellers	
South China Marine Post, Limited	6,000	\$25 all	\$20	
Steam Launch Company, Limited	20,000	\$5 all	\$4.50, buyers	
Straits and F.M.S. Company, Limited	15,000	\$7 all	\$3 1/2	4 p.c.
Towson & Co., Limited	90,000	\$10 all	\$3, buyers	
Watson & Co., A. S. Limited	50,000	\$10 all	\$20, sellers	5 1/2 p.c.
Union Waterboat Co., Limited				

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 757,200.	Tls. 250	7 1/2 p. annum	Pr.

VERNON & SMYTH, Share Brokers.

MILKMAID RICH THICK CREAM

(Which can be Whipped but cannot be Beaten).

SIMPLY PURE CREAM.

Packed in Three Sizes of Tins—
1 1/2 oz., 5 1/2 oz., 4 oz., nett weights.

Obtainable from—

MESSRS. LANE, CRAWFORD & CO.
H. RUTTONJEE & SON.
THE FRENCH STORE
THE SINGAPORE CO.



KEEP COOL!

IT'S QUITE EASY EVEN IN THIS WEATHER, IF YOU INSTALL A

"FREEZOR FAN"

3 SPEEDS VARYING FROM A GENTLE BREEZE TO A TYPHOON.

Suitable for HONGKONG, KOWLOON, CANTON and MACAO.

SURPASSES ALL OTHER TYPES.

WM. C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS.

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Tel. 358. Cablegrams: "Marinework."



"If a man can write a better book, preach a better sermon or make a better mousetrap than his neighbor, though he build his house in the woods, the world will make a beaten track to his door."—EMERSON.

THE DISTILLERS' COMPANY, LTD. DRY AND OLD TOM LONDON GINS.

THE "SHIELD" TRADE MARK.

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